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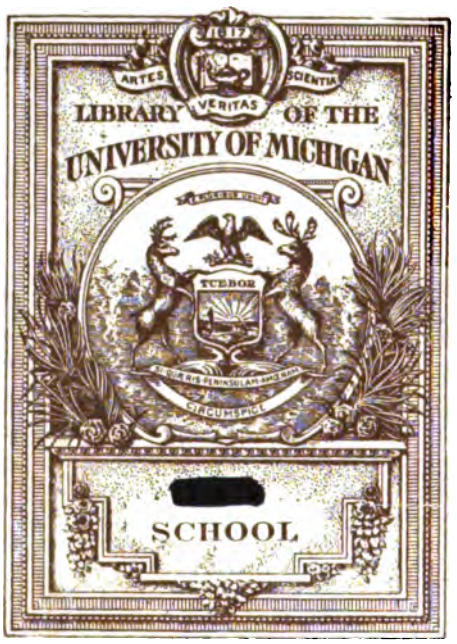
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DOMINION OF CANADA

ANNUAL REPORT

OF THE

DEPARTMENT OF RAILWAYS AND CANALS

FOR THE PAST

FISCAL YEAR FROM 1st JULY, 1893, TO 30th JUNE, 1894

SUBMITTED IN ACCORDANCE WITH THE PROVISIONS OF THE REVISED STATUTES OF CANADA, CHAPTER 37, SECTION 28

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To His Excellency the Right Honourable Sir John Campbell Hamilton-Gordon, Earl of Aberdeen, &c., &c , &c., Governor General of Canada, &c., &c., &c.

MAY IT PLEASE YOUR EXCELLENCY :

The undersigned has the honour to present to Your Excellency the Annual Report of the Department of Railways and Canals, of the Dominion of Canada, for the past fiscal year, from the 1st of July, 1893, to the 30th June, 1894.

All of which is respectfully submitted,

JOHN HAGGART,
Minister of Railways and Canals.

161610

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REPORT

1893-94.

To His Excellency
The Earl of Aberdeen,
Governor General.

MAY IT PLEASE YOUR EXCELLENCY,—I have the honour to submit the Annual Report of the Department of Railways and Canals for the fiscal year ended on the 30th of June, 1894.

The annual reports of the engineers, together with general and special reports from superintendents, both of railways and canals, and from other officers of the department, are given in appendices.

Attached hereto (Appendices Nos. 1, 2 and 3) will be found statements showing the amounts expended during the past fiscal year in construction, repairs, and maintenance of the several works under the department; also statements showing total expenditure on each canal since its construction, on each of the Government railways, and on the Canadian Pacific Railway so far as the Government is concerned; also a statement showing the payments made, year by year, to subsidized railways, with the aggregates of such payments.

RAILWAYS.

The present report deals with those railways of the Dominion directly controlled by the Federal Government, and others towards the construction of which subsidies have been authorized.*

In an appendix will be found a special statistical report, embodying returns for the fiscal year ended on the 30th of June, 1894, made by Canadian railway companies, as required by statute. This report gives information as to railroad operations in Canada, including the Government roads.

The following general facts gathered from the compilation will be of interest.

The number of railways in actual operation, including the two Government roads, the Intercolonial and the Prince Edward Island Railways, was 140, some of which, however, are amalgamated or leased, making the total number of controlling companies, 72, irrespective of the Government railways.

* It should be observed that while the usual reports furnished by the superintending officers, and to be found in the appendices hereto, deal with the fiscal year only, the Chief Engineer of Government Railways has reported dealing with certain matters under his charge up to the 25th of October, 1894, and the General Report contains information on points relating to subsidized lines of railways up to the end of December, 1894.

The number of miles of completed railway was 15,768, an increase of 448 miles, besides 2,017 miles of sidings. The number of miles laid with steel rails was 15,368. The number of miles in operation was 15,627.

The paid-up capital amounted to $887,975,020, an increase of $15,818,545. The gross earnings amounted to $49,552,528, and the working expenses aggregated $35,218,433, leaving the net earnings for the year $14,334,095. The gross earnings showed a reduction of $2,489,869, while the working expenses were less by $1,397,600, the net earnings showing a decrease, compared with the previous year, of $1,092,269. The number of passengers carried was 14,462,498, an increase of 844,471; but the freight traffic fell off to the extent of 1,282,483 tons, the quantity carried being 20,721,116 tons. The total number of miles run by trains was 43,770,029, a reduction of 615,924 miles. The accident return shows that 12 passengers were killed.

RAILWAY EXPENDITURE—CAPITAL ACCOUNT.

Before and since Confederation.

The following list shows the total amount, charged to Capital Account, expended by the Government for construction of railway works; embracing the period prior to confederation and extending down to the 30th of June, 1894:

Intercolonial Railway	$47,551,479 85
(*a*) Eastern Extension Railway (to 1891, inclusive)	1,324,042 81
(*a*) Oxford and New Glasgow Railway	1,945,497 69
(*a*) Montreal and European Short Line Railway (to 1891, inclusive)	333,942 72
(*a*) Cape Breton Railway	3,859,884 54
(*b*) Carleton Branch Railway (to 1888, inclusive)	88,410 48
Prince Edward Island Railway	3,750,565 38
Canadian Pacific Railway—Works built by the Government and transferred to the Canadian Pacific Railway Company, including payments made under award for works in B.C.; also land purchases	30,964,954 01
Canadian Pacific Railway—Other expenditure on surveys, explorations, telegraph lines, Dawson Route, Fort Frances Lock, &c	6,639,581 43
Annapolis and Digby Railway	618,655 25
	$97,077,014 16

Subsidies to Railways.

Canadian Pacific Railway	25,000,000 00
(*c*) Canadian Pacific Railway Extension to Quebec	1,500,000 00
(*d*) Canada Central Railway	1,525,250 00
(*e*) Other railways	11,363,187 44
	$136,465,451 60

The expenditure for each year is shown in Appendices 1, 2 and 3.

(*a*) Now included in the Intercolonial Railway system, under the Act 54-55 Vic., ch. 50 (1891).
(*b*) Against this is to be credited the sum of $40,000, paid in March, 1893, by the Corporation of St. John, to whom this road was transferred.
(*c*) Of this, $970,000 was expended in the purchase of bonds of the road, which were subsequently cancelled under the Act 54-55 Vic., ch. 11.
(*d*) Including $85,250 refunded to the town of Pembroke.
(*e*) Including value of old rails transferred.

This amount does not include the annual subsidy of $186,600 payable for twenty years, dating from the 30th of June, 1889, to the Atlantic and North-west Railway Company; nor the annual payment of $119,700 to the Provincial Government of Quebec, being interest at the rate of 5 per cent on the sum of $2,394,000 granted by 47 Vic., ch. 8 (1884), for the line between Ottawa and Quebec. These items are dealt with by the Finance Department.

CANADIAN TRANSCONTINENTAL RAILWAY COMMUNICATION.

Halifax or St. John to Montreal.

The routes available between Halifax and Montreal are four in number; in all of which the Intercolonial is used, either in whole or in part, as follows: (the names adopted are those of the dominating roads):—

Intercolonial Railway Route—

	Miles.	
By Intercolonial Railway to Point Lévis	675	
Grand Trunk Railway to Montreal	173	
		848

(Or by ferry across the St. Lawrence to Quebec, thence by North Shore Railway, C.P.R., also 173 miles.)

Canadian Pacific Railway Route—

	Miles.	
By Intercolonial Railway to St. John, N.B.	275	
New Brunswick Railway and Maine Central Railway to Mattawamkeag	146	
Canadian Pacific Railway to Montreal	334	
		755

Grand Trunk Railway Route—

	Miles.	
By Intercolonial Railway to St. John, N.B.	275	
New Brunswick Railway	90	
Maine Central Railway	224	
Total up to Danville Junction	589	
By Grand Trunk Railway to Montreal	270	
		859

Témiscouata Railway Route—

	Miles.	
By Intercolonial Railway to St. John	275	
New Brunswick Railway to Edmunston	170	
Témiscouata Railway to Rivière du Loup	81	
Intercolonial Railway to Lévis	115	
Grand Trunk Railway to Montreal	173	
		814

Montreal to the Pacific Coast.

CANADIAN PACIFIC RAILWAY.

Note.—A somewhat detailed statement of the Government transactions with this company will be found in the Annual Report of this department for the year 1887.

Trunk Line.

		Miles.
Quebec to St. Martin's Junction (13 miles north of Montreal)		159
Montreal (at the head of Atlantic Ocean Navigation to St. Martin's Junction		13
St. Martin's Junction to Callander		331
For this portion the company were subsidized direct under their contract. Callander to Port Arthur	649	
Port Arthur to Red River (opposite Winnipeg)	428	
Red River to Savona's Ferry	1,257	
Savona's Ferry to the waters of the Pacific Ocean at Port Moody	213	
		2,547
Port Moody to Vancouver on Burrard Inlet		15
Total, Montreal to Vancouver, Burrard Inlet		2,906

This railway was opened for through traffic on the 28th of June, 1886.

By the Act 51 Vic., c. 32, approval and ratification were given to a certain agreement, dated the 18th of April, 1888, provisionally made between the Government and the company, whereby the restrictions contained in Article 15 of the original agreement for the construction of the road, barring the Dominion Parliament for twenty years from authorizing the construction of railways south of the Canadian Pacific Railway from any point at or near that road, except those running south-west, were removed. By this agreement, the Government undertook to guarantee the payment of interest at 3½ per cent on an issue of the company's bonds to the extent of fifteen million dollars, running for a term not exceeding fifty years; the unsold lands of the company's subsidy, estimated at nearly fifteen million acres, to form the security for such bonds. The arrangements contemplated by this agreement are being carried out by the Department of Finance. A deed of mortgage in favour of special trustees, one of whom is the Minister of Finance, has been executed under date the 2nd of June, 1888, having previously been approved by an Order in Council of the 1st of that month, being a mortgage of the said unsold lands of the company's subsidy, amounting to 14,934,238 acres, and constitutes the said security.

By the Act passed in 1891, 54-55 Vic., c. 11, respecting the North Shore section of the Canadian Pacific Railway, authority was given, subject to certain provisions, for the cancellation of the mortgage bonds of the North Shore Railway, which, to the value of $1,108,626, had been purchased by the Government for the sum of $970,000 (part of a sum of $1,500,000 voted by Parliament in the years 1884 and 1885, to secure to the port of Quebec free access for the trains and traffic of the Canadian Pacific Railway) and for discharging that company from all liability in respect of such bonds. The con-

ditions under which this action might be taken were, as stated in the Act, that the company should execute a deed of agreement binding itself to complete and provide, with all due diligence, the following works and improvements, namely :—

"Rolling stock, including sleeping cars, day coaches, baggage, mail, and express cars, locomotives and freight cars, of a standard equal to that used on other portions of the company's railway system, involving an outlay of about three hundred and fifty thousand dollars.

"Improvements over the whole line between St. Martin's Junction and the city of Quebec, of such a character as to bring that section up to the highest standard of the other Canadian Pacific sections, including additional accommodation for passengers at nearly every station, and increased space for the handling of freight, the lengthening of platforms and sidings, the furnishing of new sidings for the development of stone, lumber and other traffic, the substitution of iron for wooden bridges on the line of the North Shore Railway, and the construction of the following specific works, that is to say :—

(1.) In the city of Quebec :
- (*a.*) One grain elevator ;
- (*b.*) One flour shed ;
- (*c.*) Such local improvements and facilities as are necessary for the handling of the traffic of that city.

(2.) In Three Rivers :
- (*a.*) One grain elevator ;
- (*b.*) Improvements over the loop line ;
- (*c.*) Improvements on the Piles Branch ;

"The said improvements over the whole line involving an outlay of about $300,000, in addition to the said outlay on rolling stock ;

"The whole to be completed to the satisfaction of the Minister of Railways and Canals."

In pursuance of this Act, and on application by the company, an Order in Council was passed on the 14th of December, 1891, reciting the facts of the case, and approving of the execution of a draft agreement, by which the company binds itself to carry out the improvements called for by the Act, expending the moneys thereon as follows :—

"At least two hundred thousand dollars ($200,000) during the year ending on the first day of April, A.D. 1893 ; an aggregate of at least three hundred and fifty thousand dollars ($350,000) to the end of the year ending on the first day of April, A.D. 1894 ; and an aggregate of at least five hundred thousand dollars ($500,000) to the end of the year ending on the first day of April, A.D. 1895, and an aggregate of at least six hundred and fifty thousand dollars ($650,000) to the end of the year ending on the first day of April, 1896, subject to such extension in respect of any repairs or renewals for which the necessity has not arisen as may be granted by His Excellency the Governor in Council."

On the 22nd of December, 1891, the agreement so authorized was duly signed.

The works are in progress, but no inspection has yet been made.

In the agreement dated the 20th of November, 1886, and executed under an Order in Council of the 2nd of that month, which constituted the basis of the final settlement of matters between the Government and the company prior to the transfer of the road to them, a special provision was inserted, in view of dispute as to the condition in which the work in British Columbia executed by the Government should be handed over. The company accepted the same, "subject to the adjustment and correction by the Government of any defects or deficiencies in the construction thereof, if any, according to the specifications and conditions of the contracts therefor, except in so far as the same were modified by the Government prior to 21st of October, 1880."*

* The date of the company's contract.

For the determination of the questions covered by the foregoing, a special arbitration was authorized by an Order in Council of the 5th of January, 1888. The arbitrators duly made their award, dated the 6th of July, 1891, and it was furnished to the Government in October, 1891, the amount fixed thereby as payable by the Government to the company being $579,255.20. The amount claimed by the company was $12,000,000. This award, in effect, represents the value of work which the arbitrators find the Government should have performed on the sections of the road in British Columbia constructed by it. The amount so awarded was to be expended, under the supervision of an officer of the Government, for the improvement of the railway in certain specified directions.

There remained still to be dealt with two claims in respect of steel rails.

As to these, however, the arbitrators, after hearing evidence, considered that they were of a character for settlement by the department rather than by arbitration, it being merely a question whether certain amounts, deducted from the company's subsidy of $25,000,000, as the value of rails and fastenings on sections of the railway transferred to them under their contract, should, properly, have been deducted. In the one case it is the opinion of the Department of Justice that the deduction made was not a proper deduction; and the other case being one of adjustment of prices only, these matters have been dealt with, accordingly, during the past fiscal year, and the sum of $92,471.75, covering both claims, has been refunded to the company.

The total value of the work so executed from the date of the award up to the 31st of August, 1894, as returned by the Government officer in charge, is $289,672.26, making the total expenditure under the award $492,347.46, and leaving the sum of $86,907.74, still to be expended.

It should be noted that for the year ended on the 30th June, 1894, the company had under traffic, in Canada, 6,094 miles of railway, including annual grant in new leased lines, and that its gross earnings were $19,357,098.05 (as against 5,782 miles of railway and receipts $20,795,304.66 the previous year). The total expenditure for working expenses was $12,447,808.03, making the net earnings $6,909,290.02. These figures, which apply only to the traffic in Canada, are taken from the sworn statement of the company, furnished in accordance with the Railway Act. (See Railway Statistics, App. 15.)

GOVERNMENT RAILWAYS IN OPERATION

The several lines maintained by the Government during the past fiscal year ended the 30th June, 1894, were:—

		Miles.
The Intercolonial	1,142	
do wharf branches	12½	
		1,154½
Windsor Branch (maintained only)		32
Prince Edward Island Railway		211
Total		1,397½

The through ocean mail line from Point Lévis, opposite Quebec, to Halifax, is 675 miles in length.

Details respecting these railways and their operations will be found in Appendices Nos. 4 and 5, containing reports from the Chief Engineer of the department, the General Manager of Government Railways, and the officials of these roads.

The general revenue accounts for 1893-94, show the following as the financial position of these roads for the fiscal year.

The Intercolonial Railway system comprised 1,142 miles in operation. Its earnings amounted to $2,987,510.27 and the working expenses aggregated $2,981,671.98, leaving a profit of $5,838.29.

The Windsor Branch is maintained, but not operated, by the Government, which takes one-third of the entire receipts. Its length is 32 miles. The Government earnings amounted to $32,975.47, and the expenditure on maintenance was $17,645.09, leaving the profit $15,330.38.

The Prince Edward Island Railway is 211 miles long. Its earnings amounted to $158,533.83, and the working expenses were $226,891.06 ; the loss on the year's operation being $68,357.23. Deducting the profit made on the Intercolonial and the Windsor Branch from the loss on the Prince Edward Island Railway, the net loss was $47,188.56.

The gross earnings of all the Government roads for the past fiscal year compared with those of the preceding year show a decrease of $83,486.05, and the gross working expenses a reduction of $62,421.49.

INTERCOLONIAL RAILWAY.

The Intercolonial Railway touches six Atlantic Ocean ports, namely Pointe du Chêne, Pictou, Halifax, St. John, Sydney and North Sydney. Connection is made with the Grand Trunk Railway at Chaudière Junction and with the Canadian Pacific Railway at Quebec (by ferry from Lévis).

The total length of the road is 1,142 miles, to which is to be added for freight branches 12½ miles, making a total of 1,154½ miles.

The following are the through distances :—

	Miles.
Lévis (opposite Quebec) *via* St. Joseph and St. Charles Junction (14 miles) to Halifax	675
Lévis to St. John	578
Lévis *via* Truro to Sydney	827
Lévis *via* Truro to North Sydney	820

NOTE.—At Lévis, passengers make connection with the Canadian Pacific Railway and with the Grand Trunk Railway. Freight is carried direct along the old main line between Chaudière Junction and St. Charles Junction (17 miles), instead of round by Lévis to St. Charles Junction, a total distance of 24 miles.

CAPITAL ACCOUNT.

During the fiscal year there was an addition of $437,515.79 to the Capital Account expenditure, making the total expenditure chargeable to " Capital," on the whole road as amalgamated under the Act 54-55 Vic., ch. 50 (1891), up to the 30th of June 1894, $54,680,904.89.

The additions made during the year included $30,821.01 for the extension along the city front at St. John, which is now completed ; $11,251.13, for fitting the automatic air brake to freight cars ; $33,349.19 for the St. Charles Branch, in settlement of land claims ; $22,244.47 for the purchase of locomotives ; $63,463.03 for the train ferry between Cape Breton and the mainland ; $112,382.75 for the Oxford and New Glasgow Railway, and $158,770.61 for the Cape Breton Railway. These last two items were in settlement of land claims and of balances due to contractors for construction.

REVENUE ACCOUNT.

The gross earnings for the year amounted to $2,987,510.27. The expenditure was $2,981,671.98, making the excess of earnings over expenditure $5,838.29.

The expenditure was less than that of the previous year by $63,645.52. Compared with the previous year the passenger traffic produced $958,915.13, a decrease of $43,997.61; the freight traffic amounted to $1,834,126.34, a decrease of $34,697.50, and the mails and sundries produced $194,468.80, an increase of $706.29; total decrease, $77,988.82.

The value of stores, including fuel and steel rails, on hand at the end of the fiscal year was $684,584.87.

The cost per mile of railway was $2,610.92 against $2,666.65 the previous year, and the cost per mile run by trains was 70·94 cents against 69·20 cents.

GENERAL OBSERVATIONS.

In comparing the traffic of the past fiscal year with that of the previous year, the following special features are of interest:—

The number of passengers carried was 1,301,662. The through passenger business shows a decrease of 19,016, but the local increased to the extent of 27,200, making a total increase of 8,184. The freight traffic amounted to 1,342,710 tons, a decrease of 45,370 tons: the through freight increased by 19,144 tons, but the local freight fell off to the extent of 64,514 tons. Of flour there were carried 944,967 barrels, an increase of 88,054. Of grain there were carried 1,304,684 bushels, a decrease of 209,935; of this quantity only 8,026 bushels were for shipment at Halifax. Lumber showed an increase of 19,296,396 feet, the total quantity carried being 200,507,949 feet. There was a decrease of 14,166 in the number of live stock, 79,203 having been conveyed. The carriage of coal from the Nova Scotia collieries showed a decrease of 64,605 tons, the quantity carried being 478,691 tons, of which 120,301 tons were for points west of the railway. Of raw sugar 6,775 tons were carried, a decrease of 3,362 tons; none of this went west of the railway. Of refined sugar a total of 33,581 tons were carried, an increase of 11,958 tons. Of fresh fish there were 6,375 tons, a decrease of 523 tons; the local trade having fallen off, while the through western trade increased. Of salt fish 7,697 tons, an increase of 448 tons, were carried, the increase being due to local trade along the line.

The work of further applying the automatic air brake to freight cars and of heating passenger cars with steam derived direct from the locomotive has during the past year been continued, and there are now 957 freight cars on the road so fitted.

Twenty-seven miles of track were relaid with the heavier steel rail, 67 pounds to the yard.

The whole road and the rolling stock have been efficiently maintained.

In contrast with the two preceding winters, the snowfall was heavy, and the expense of dealing with it considerable, $68,000 being expended in this direction.

The train ferry service for both passengers and freight across the Strait of Canso ween Mulgrave and Point Tupper has been satisfactorily conducted, double track fer bridges having been built at the heads of the docks on both sides, which are able at all stages of the tide.

Various statistical and comparative tables and other detailed information will be found in the appended reports of the Chief Engineer of the department, and of the General Manager and other officers of the Intercolonial Railway. (*See* Appendices 4 and 5.)

Windsor Branch.

This road is 32 miles in length. It extends from Windsor Junction, on the Intercolonial Railway, to Windsor.

The Windsor and Annapolis Railway Company operated this line for 21 years under an agreement dated the 21st of September, 1871. The company pay all charges in connection with the working of the traffic, two-thirds of the gross earnings being allowed them, the Government taking the remaining one-third, and assuming all costs of maintenance of the road and works.

Under date the 19th November, 1892, an Order in Council was passed authorizing, for a further term of 21 years, arrangements with the company which are practically the same as those of the agreement of 1871, and the agreement was signed accordingly, under date the 13th of December, 1892.

All charges for superintendence and supervision of maintenance of works are borne by the Government, the duty of supervision being performed by the chief officers of the Intercolonial Railway.

The gross earnings of the Government, (one-third of gross receipts) amounted to $32,975.47, a decrease of $1,340.64. The expenses of maintenance amounted to $17,-645.09, an increase of $755.14, leaving the total profit to the government $15,330.38.

The road has been maintained in good order. Details will be found in the appendices. (*See* Appendix 5, s. 96.)

Digby and Annapolis Railway.

This link of the Western Counties Railway, forming part of that line, was completed by the Government and handed over to the company for operation on the 27th of July, 1891. The expenditure up to the close of the fiscal year 1893-94, was $618,655.25.

The construction of this section by the Government has been carried on under the authority of the special Act, 52 Vic., chap. 8, (1889), an appropriation of $500,000, contingently granted by the Act 50-51 Vic., chap. 25, as a subsidy, having by such special Act been made available, and funds for further payments having been provided by special votes.

Under date of the 17th of January, 1894, an Order in Council was passed authorizing the transfer of this section of road to the Western Counties Railway Company, and on the 1st of February, 1894, the said section of railway was, by deed, conveyed to the company, they having, by a deed dated the 17th of January, 1894, released all claims against the Government.

Further information on this matter will be found in the statements in this report respecting Subsidized Railways, under the head of "Western Counties Railway Company."

PRINCE EDWARD ISLAND RAILWAY.

Length of Line.

	Miles.
Souris to Tignish	168
Mount Stewart to Georgetown	24
Charlottetown to Royalty Junction	5
Emerald Junction to Cape Traverse	13
Alberton to Cascumpec Wharf	1
	211

This railway was first opened for traffic on the 12th of May, 1875.

Capital Account.

The total cost of the road and equipment chargeable to capital account at the close of the fiscal year 1892-93, was $3,750,565.38. There was no addition during the fiscal year 1893-94.

Revenue Account.

On revenue account the gross earnings amounted to $158,533.83, and the expenditure to $226,891.06, the over expenditure being $68,357.23.

Compared with the previous year, the gross earnings show a total decrease of $4,156.59. The railway carried 123,727 passengers, a decrease of 8,384, producing $64,159.60: 53,577 tons of freight, a decrease of 3,141 tons, producing $74,942.83, and the earnings from mails and sundries amounted to $19,431.40.

Compared with the previous year, the expenditure was greater by the sum of $468.89.

The cost per mile run by trains was 96·92 cents, a reduction of 1·43 cent; and per mile of railway $1,080.43, an increase of $2.25.

The train mileage was 234,093 miles, an increase of 3,886.

The winter was a severe one, and the cost of clearing snow and ice was greater by $8,413.29, than the cost in the previous year.

The value of stores on hand at the close of the fiscal year was $102,778.74.

The road, with its buildings and rolling stock has been maintained in good condition.

Details of operations will be found in Appendix 5, p. 101.

Communication between the Prince Edward Island Railway and the Intercolonial is afforded in summer by steamer between Summerside and Pointe du Chêne, between Charlottetown and Pictou, and between Georgetown and Pictou, and in winter by the specially-built steamer "Stanley" between Georgetown and Pictou, and between Charlottetown and Pictou; there is also further provision made for communication by ice-boats from Cape Traverse. These cross the Strait to Cape Tormentine, on the mainland, a distance of about 9 miles. Here, by the line of the New Brunswick and Prince Edward Railway, about 40 miles in length, connection is made with the Intercolonial Railway at Sackville. This winter service is conducted by the Marine Department, the mails being taken to and met at Cape Traverse by special trains, whenever required by the Post Office Department.

GOVERNMENT ACTION AS TO SUBSIDIZED LINES.

NOTE.—The numbers within brackets after the title of the company refer to the lists of railways subsidized by Parliament. Appendix 9, p. 187.

With regard to the several lines of railway subsidized by the Dominion, the following represents the action taken and the progress made, in so far as the Dominion Government is concerned; only those lines and companies being mentioned as to which definite steps, other than merely preliminary, have been taken towards securing the subsidy. Information has been brought down to the 31st of December, 1894.

Since the system of subsidy of railway enterprise was commenced, the following are the sums paid over, namely :—

For the fiscal year	1883-84,	ended on June 30,	1884	$ 208,000 00
do	1884-85	do	1885	403,245 00
do	1885-86	do	1886	2,171,249 00
do	1886-87	do	1887	1,406,533 00
do	1887-88	do	1888	1,027,041 92
do	1888-89	do	1889	846,721 83
do	1889-90	do	1890	1,491,595 72
do	1890-91	do	1891	1,079,105 87
do	1891-92	do	1892	1,061,615 93
do	1892-93	do	1893	624,794 07
do	1893-94	do	1894	1,043,285 10
				$11,363,187 44
Add to the above for the six months that have elapsed since, namely, from the 30th of June, 1894, to the 31st December, 1894.....				509,705 00
Total payments to the 31st December, 1894.....				$11,872,892 44

The subsidy for the main line of the Canadian Pacific Railway is not included in the above, nor is the payment to the Canada Central, nor that to the Quebec Government for the line from Ottawa to Quebec, nor advances made on mortgage to the St. John Bridge Company, to the Albert Railway Company, and to the Fredericton and St. Mary's Bridge Company, nor the annual subsidy to the Atlantic and North-west Railway Company, payable for 20 years. These matters are dealt with by the Finance Department.

The total number of companies to whom payments have been made on subsidy account up to the 31st December, 1894 (with the above exceptions), is 71.

The following pages show, in alphabetical sequence, the position of those companies whose dealings with the Government in respect of subsidies are not yet closed. Reports of previous years give information as to companies whose subsidies have been earned and paid prior to the 1st of July, 1893.

A tabulated statement of payments will be found in Appendix 3, page 28, and a list of subsidy agreements entered into during the fiscal year in Appendix 13, page 248.

The several subsidy acts passed in each year from 1882 will be found in Appendix 9, page 187.

Albert Southern Railway Company.

(See Annual Report of 1891-92.)

Atlantic and North-west Railway Company.

(See Annual Report of 1889-90.)

Baie des Chaleurs Railway Company.

(See Nos. 6, 42 and 158.)

This company was incorporated by the Quebec Provincial Act, 45 Vic., ch. 53.

The Dominion Act 47 Vic., ch. 8, authorized the expenditure of $300,000 (revoted in the year 1885), for the construction of a branch of the Intercolonial Railway, to extend for a distance of 20 miles eastward, from Metapediac towards Paspebiac.

Tenders for the work were received, but none of them coming within the limit of expenditure authorized by Parliament, an offer made by the Baie des Chaleurs Railway Company to build and operate this section as a part of their own road from Metapediac to Paspebiac for the amount, was accepted by an Order in Council of the 18th of September, 1885, and a provisional contract was entered into with them on the 7th of November, the section to be finished by the 1st of July, 1888, plans being furnished and the work supervised by the department.

By the Act 46 Vic., chap. 25 (1883), a subsidy had been authorized in favour of this company towards the construction of their said road; the limit fixed by the Act being $3,200 a mile, for 100 miles, or a total of $320,000.

Provision, however, having been made, as above stated, for the building of the first 20 miles of this distance, the contract entered into with the company, also on the 8th of November, 1885, as authorized by an Order in Council, also dated the 18th of September, for the work under this subsidy, dealt with the construction of the last 80 miles only. It contained a clause under which, subject to authorization from Parliament to that end, the portion, namely, $3,200 a mile, applicable to the first 20-mile section of the road under the 100-mile subsidy of 1883, should be transferred to the second 20-mile section as an additional subsidy therefor, making the grant for such section $6,400 a mile.

To this arrangement approval of Parliament was given, the two agreements above mentioned being ratified and confirmed by the special Act 49 Vic., ch. 17; the date for the completion of the road being fixed by the Act as the 1st of December, 1888, in place of the 25th of May, 1887, as contemplated by their agreement.

By the Railway Subsidy Act of 1889, 52 Vic., ch. 3, the balance, $244,500, remaining unpaid of the subsidy mentioned in the Act 49 Vic., ch. 17, was granted to the company.

By authority of the same Act, the subsidy applicable to the 30 miles between the 70th and the 100th mile was transferred to the section between the 40th and the 70th, making the grant for this section also $6,400 a mile. The company undertook to construct the section from the 70th to the 100th mile without subsidy, and have deposited bonds to the value of £83,000 stg. as security to that effect.

Under date the 1st of June, 1891, an Order in Council was passed approving of the location of the section between the 60th and the 80th miles, and under date the 26th of October, 1891, a copy was furnished to the department of a contract made by the company for the construction of this section of road.

By the Act 54-55 Vic., ch. 97 (1891), the company was declared to be a corporation under the Parliament of Canada, and the time for completion of its railway was extended for charter purposes, namely, up to Paspebiac, to the 30th of September, 1893, and up to Gaspé Basin to the 30th of September, 1895.

The total subsidy for this road, covering the first 70 miles, was $620,000.

Up to the close of the fiscal year 1889-90, payment had been made aggregating $524,175. During the past fiscal year, there has been paid the balance $95,825, covering the 70 miles subsidized and completed. Further work has been done on the remainder of the road for which no subsidy is payable.

Beauharnois Junction Railway Company.

(See Nos. 102 and 302.)

By the Railway Subsidy Act, 50-51 Vic., ch. 24, the grant of a subsidy not exceeding $96,000 was authorized in favour of the Beauharnois Junction Railway Company from St. Martin towards St. Anicet, the estimated distance being 30 miles.

On the 21st of November, 1887, and under the authority of Orders in Council of the 1st of October and 2nd of November, a contract for the work was made with the company, namely, from St. Martin to Valleyfield, towards St. Anicet, the road to be completed by the 1st December, 1888. By the Order first named, approval was also given to the location of the road from its junction with the Montreal and Champlain Junction Railway, at St. Martin, to Valleyfield, $19\frac{69}{100}$ miles. Up to the close of the fiscal year 1889-90 the total payments amounted to $58,900. By the Act 56 Vic., ch. 2 (1893), the unpaid balance, $3,500, was revoted, but no further payment has been made up to the 31st of December, 1893.

Belleville and North Hastings Railway Company.

(See Annual Report of 1888-89.)

Boston and Nova Scotia Coal Company.

(Nos. 251 and 356.)

This company was incorporated by the Acts of the province of Nova Scotia, 56 Vic., ch. 147 (1893), with general powers for railway purchase or construction.

By the Dominion Subsidy Act, 57-58 Vic., ch. 4, 1894, a subsidy to this company limited to $113,600 (in lieu of one previously granted in 1892) was authorized for the construction of $35\frac{1}{2}$ miles of railway from a point on the Cape Breton Railway at or near Orangedale to Broad Cove, on the western side of the Island, and under date the 16th of November, 1894, a contract was entered into with the company for the work subsidized, the date for completion being fixed as the 1st August, 1896.

No payments have been made up to the 31st of December, 1894.

Brockville, Westport and Sault Ste. Marie Railway Company.

(See Nos. 48, 181, 193, 240, 267 and 316.)

By the Act 48-49 Vic., ch. 59 (1885), aid was granted to an extent not exceeding $128,000 towards the construction of the portion between Brockville and Westport, about 40 miles, of the line of the Brockville, Westport and Sault Ste. Marie Railway.

Under the authority of an Order in Council of the 28th of April, 1886, a contract was made with the company on the 16th of July, 1886, the subsidized road to be finished by the 1st of August, 1889.

Under an Order in Council of the 26th of November, 1888, the sum of $45,000 was paid. The balance of the subsidy lapsed on the 1st of August, 1889, but was revoted by the Act 53 Vic., ch. 2 (1890).

By the Act 53 Vic., ch. 2 (1890), the grant of a subsidy to the extent of $64,000 was authorized for 20 miles of railway from Newboro' towards Palmer's Rapids. For this subsidy there was substituted, by the Act 54-55 Vic., ch. 8, one for the same amount, and for the same distance, 20 miles, but from a point "at or near Newboro' towards Palmer's Rapids," payment to be made on completion of each section of the railway as follows:—from, at or near Newboro' to Westport, 4 miles, and from Westport towards Palmer's Rapids, 16 miles.

By the Subsidy Act 55-56 Vic., ch. 5 (1892), the unpaid balances granted by 52 Vic. and 53 Vic., were revoted, and were further revoted by the Act 57-58 Vic., ch. 4 (1894), the amount not to exceed $88,800.

Up to the close of the fiscal year, 1891-92, payment had been made to the extent of $105,200. Nothing further has been paid up to the 31st of December, 1894.

Brantford, Waterloo and Lake Erie Railway Company.

(See Nos. 104 and 318).

By the Act 50-51 Vic., ch. 24 (1887), authority was given for the grant of a subsidy of $57,600 to the above company, for 18 miles of their railway from Brantford to Hagersville or Waterford, or some intermediate point on the Canada Southern Railway.

Under an Order in Council of the 4th of August, 1888, a contract was made with the company, on the 31st, for a line from Brantford to Waterford. An order of the same date approved of the location, the actual distance being 16¾ miles. Up to the close of the fiscal year, 1890-91, the payments amounted to $52,810, the amount of subsidy applicable being $53,600. This company has now become amalgamated with the Toronto, Hamilton and Buffalo Railway Company, the agreement for amalgamation being approved by an Order in Council of the 16th of December, 1892.

By the Subsidy Act of 1894, 57-58 Vic., ch. 4, the unpaid balance of the previous subsidy, not exceeding $4,790, was revoted. No further payments have, however, been made up to the 31st of December, 1894.

Buctouche and Moncton Railway Company.

(See Nos. 65, 101 and 248.)

By the Act 49 Vic., ch. 10 (1886), assistance was authorized for the construction of a railway about 30 miles long, to connect Buctouche, N.B., with the Intercolonial Railway at or near Moncton, the subsidy not to exceed $96,000.

By the Act 50-51 Vic., ch. 24, a subsidy of $6,400 was granted for 2 miles additional, the distance between the points named being actually 32 miles, making the total subsidy $102,400.

Under an Order in Council of the 10th September, 1886, an agreement, dated the 14th of that month, was entered into with the Buctouche and Moncton Railway Company for the execution of the work. Up to the close of the fiscal year 1890–91, there was paid the sum of $67,020.

By the subsidy Act of 1892, 55-56 Vic., ch. 5, the unpaid balance of the foregoing subsidies was revoted, namely, $35,380, and a contract dated the 3rd of January, 1894, was entered into with the company for the completion of the work thereunder.

During the past fiscal year the sum of $34,580 has been paid, making the total payments $101,600, covering the road as completed, the entire distance being 31 $\frac{75}{100}$ miles.

Canada Atlantic Railway Company.

(See Annual Report for 1888-89.)

Canada Eastern Railway Company.

Formerly the Northern and Western Railway Company of New Brunswick, for which see Annual Report of 1889-90.

(See Nos. 350 and 370).

This company was originally incorporated by a Provincial Act in 1872, under the name of the Northern and Western Railway Company of New Brunswick.

The railway was declared to be a work for the general advantage of Canada by the Dominion Act, 53 Vic., ch. 74 (1890) and the name was changed as above.

Under its previous name the company received subsidy to the extent of $312,000 for the construction of a line of railway from Chatham to Gibson, opposite Fredericton.

By the Subsidy Act, 57-58 Vic., ch. 4 (1894) the grant of assistance, limited to $32,000, was authorized for two extensions, one 6 miles in length from Chatham to Black Brook, the other a branch to Nelson, 4 miles. A contract was entered into with the company on the 10th of November, for the construction of both works, to be completed by the 31st of October, 1896.

Also by the same Act, a subsidy of $3,200 was authorized for one mile of railway from the western end of the line, to connect with the Canadian Pacific Railway.

The works contemplated by these three subsidies have all been completed and inspected, but no payments were made up to the 31st of December, 1894.

Canadian Pacific Railway Company.

(See No. 243.)

By the Subsidy Act 55-56 Vic. ch. 5 (1892), the grant of a subsidy limited to $80,000 was authorized for 25 miles of a railway from a point on the Canadian Pacific Railway at or near Revelstoke to the head of Arrow Lake.

Under date the 24th of October, 1893, a contract has been made with the Canadian Pacific Railway Company for this work, the date for completion being the 1st of August, 1896. No payments were made during the fiscal year, but since that date and up to the 31st of December, 1894, the sum of $28,000, covering the first 10 miles from Revelstoke, has been paid.

Cape Breton Railway Extension Company.

(See No. 366.)

This company was incorporated by the Provincial Act of 1890, ch. 72, with powers for the construction of a line of railway from the Gut of Canso to Sydney or Louisburg, with branches to any other railway.

By the Subsidy Act 57-58 Vic., ch. 4 (1894), assistance was authorized to the extent of $96,000 for 30 miles of the company's railway from Port Hawkesbury to St. Peter's, on their line of railway from Port Hawkesbury to Louisbourg, and on the 21st of September, 1894, a contract was entered into with them for the work, the date for completion being fixed as the 1st of October, 1895.

No portion of the subsidy has been paid up to the 31st of December, 1894.

Caraquet Railway Company.

(See Annual Report of 1888-89.)

Central Railway Company of New Brunswick.

(See Nos. 40, 143, 156, 205 and 353.)

By the Act of 1884, 47 Vic., ch. 8, a subsidy not exceeding $128,000 was granted in aid of the construction of about 40 miles of the Central Railway, from the head of the Grand Lake to a point on the Intercolonial Railway between Sussex and St. John, N.B.

Under the authority of an Order in Council of the 5th of June, 1886, a contract was made with the Central Railway Company, on the 7th July, 1886, for a line from Salmon River, at the head of Grand Lake, to Norton, on the Intercolonial Railway, work to be completed by the 1st of July, 1888. Certain work has been executed, but the contract obligations had not been carried out, and no portion of the subsidy was paid. The subsidy lapsed, but was revived by the Subsidy Act, 52 Vic., ch. 3 (1889).

On the 1st of December, 1890, a new contract was made with the company for his work under the Subsidy Act of 1889, the limit of subsidy being $128,000; this contract covering also a subsidy for 4½ miles, the limit of which was $14,400, authorized by the Act, 53 Vic., ch. 2, making a total subsidy of $142,400; the total length of road subsidized being 44½ miles. The date for completion was fixed as the 1st of December, 1891.

By the Act 51 Vic., ch. 3, a grant as a subsidy to this company was authorized of certain used iron rails to the value of $83,612.54, loaned to the St. Martin's and Upham Railway Company (which railway has been acquired by the Central Railway Company; the sale being approved by an Order in Council of the 15th of November, 1887), the condition of the grant being that such rails should first be replaced by new steel rails. The new steel rails were substituted, and an Order in Council of the 18th of October, 1889, authorized the transfer of the old rails to the company.

By the Subsidy Act of 1894, 57-58 Vic., ch. 4, the grant of a subsidy, not exceeding $48,000, to this company was authorized for 15 miles of their railway from Chipman station to the Newcastle coal field.

Up to the end of the fiscal year 1891-92, there had been paid, including the value of the said rails, the sum of $159,251.54; no payments have since been made up to the 31st of December, 1894.

Chatham Branch Railway Company.

(No. 149)

By the Subsidy Act of 1888, 51 Vic., ch. 3, certain used iron rails of the Intercolonial Railway, loaned to the company, were treated as a subsidy, their value being set

down at $24,439.84, the condition attached was that the company should first lay the road with new steel rails. This condition having been fulfilled, these rails were granted as subsidy in the fiscal year 1891-92.

Chignecto Marine Transport Company.

(See No. 5.)

On the 3rd of February, 1882, this company (which received incorporation the same year, by Act 55 Vic., chap. 76) made a proposal to the Government for the construction of a line of railway for the transport of ships overland across the Isthmus of Chignecto from Tignish on Baie Verte, in the Gulf of St. Lawrence to a point at or near the mouth of the River La Planche, in the Bay of Fundy, and by the Act 45 Vic., ch. 55, authority was given for the grant of a subsidy of $150,000 a year, for 25 years, in aid of the work.

No definite action was, however, taken until the 6th of October, 1885, when an Order in Council was passed authorizing entry into agreement with the company, subject to the approval of Parliament; and such agreement was executed on the 4th of March, 1886. Under its terms, the subsidy payable is to be $170,602 a year for 20 years, or such portion thereof as may be required to bring the net earnings to 7 per cent per annum on the authorized share and bond capital of the company, $5,500,000, and to be granted only during the satisfactory performance of the services contemplated, such services comprising the raising, transport and lowering of vessels of 1,000 tons burden, registered, with full cargo. Should the earnings exceed 7 per cent per annum, one-half of such surplus is to be paid to the Government until repayment of the whole amount received by said company under their subsidy.

By a special Act, 49 Vic., ch. 18 (1886), this agreement was confirmed and ratified.

By a further special Act, 51 Vic., ch. 4 (1888), the time for the completion of the work for subsidy purposes, was extended to the 1st of July, 1890, with, if required, a further extension for 24 months, but under penalty.

The company duly submitted plans, and these have been approved by Order in Council. Good progress was, for a time, made, and it was expected that the works would have been completed early in 1892. They have been, however, suspended, owing, it is understood, to financial causes,

By the Act 54-55 Vic., ch. 12 (1891), the date for completion for subsidy purposes has been extended to 1st of July, 1893, the penal clause in this regard contained in the Act 51 Vic., ch. 4, being repealed.

By the Act 55-56 Vic., ch. 37 (1892), authority was given to the company to issue new mortgage bonds to the value of £350,000 sterling, and by an Order in Council passed on the 9th of July, 1892, a recommendation to Parliament to extend the time, further, to the 6th of July, 1894, was promised, provided that the works were actually in progress, and that satisfactory evidence was given that the capital necessary for completion had been obtained. This evidence, however, was not produced, and no action was taken.

Cobourg, Northumberland and Pacific Railway Company.

(See Nos. 201, 249 and 275).

This company was incorporated by the Act 52 Vic., ch. 62 (1889), for the construction of a line of railway from Cobourg Harbour to the River Trent, the Ontario and Quebec Railway, and to the mining regions of Marmora and Belmont.

By subsequent legislation in 1891, 1892 and 1894, the company's charter has been revived, and powers given for extension to the mineral lands of the county of Hastings, and for leasing the same to the Canadian Pacific Railway Company; the time for completion being extended to the 9th of July, 1898.

By the Subsidy Act of 1890, assistance to the extent of $96,000 was authorized for 30 miles of the company's railway from Cobourg to the Ontario and Quebec Railway, and by the Subsidy Act of 1892, an additional subsidy of $60,800 was authorized for 19 miles. By the same act the subsidy voted in 1890, was revoted.

A contract for the construction of the 49 miles subsidized was entered into with the company on the 16th of June, 1894, the date for completion being fixed as the 1st of August, 1896.

By an Order in Council of the 28th of December, 1894, approval has been given to an agreement between the company and the Canadian Pacific Railway Company, dated the 30th of June, 1894, for the lease of the road to the latter company, when completed, for a term of 999 years.

No payments have been made up to the 31st of December, 1894.

Columbia and Kootenay Railway and Navigation Company.

(Leased to the Canadian Pacific Railway Company.)

(See Annual Report for 1891-92.)

Cornwallis Valley Railway Company.

(See Annual Report for 1891-92.

Cumberland Railway and Coal Company.

(See No. 124.)

By the Act 50-51 Vic., ch. 24 (1887), the grant to this company of subsidy to the extent of $44,800, was authorized for 14 miles of their railway, from a point on the Spring Hill and Parrsboro' Railway, near Spring Hill, to a point on the Oxford and New Glasgow Railway, near Oxford.

The company having applied, they were admitted to contract on the 12th of April, 1888, under an Order in Council of the 12th March, the work to be completed by the 1st August, 1891. During the fiscal year 1890-91, the sum of $10,450 was paid to this company, making, with previous payments, $39,850. No further payments have been made since, up to the 31st of December, 1894.

Dominion Atlantic Railway Company.

(See Western Counties Railway Company.)

Dominion Lime Company.

(See Annual Report for 1888-89.)

Dominion Coal Company.

(See No. 262.)

This company was incorporated by the Nova Scotia Act, 56 Vic., ch. 145 and 146. By the Subsidy Act, 55-56 Vic., ch. 5 (1892), a subsidy, limited to $89,600, was authorized for 28 miles of a railway to complete connection between Sydney and Louisburg, Cape Breton.

On the 26th of January, 1894, a contract was entered into with the above company for the work from Bridgeport to Louisburg Harbour. The first 10 miles section from Bridgeport has been completed, but no payment on subsidy account has been made up to the 31st of December, 1894.

Drummond County Railway Company.

(See Nos. 99, 175, 214 and 339.)

By the Railway Subsidy Act of 1888, 50-51 Vic., ch. 24, the grant of aid to an extent not exceeding $96,000 was authorized to the Drummond County Railway Company for 30 miles of their railway from Drummondville towards Nicolet, Que.

Under the authority of an Order in Council of the 12th of November, 1887, a contract was made with the company on the 1st of December, 1887, covering a line from the South-eastern Railway, at the village of Drummondville, to the south-west branch of the River Nicolet; the road to be completed by the 1st of August, 1891.

On the 2nd of May, 1889, the company were admitted to contract for the balance, 17½ miles, of the 30 miles subsidized.

By the Subsidy Act of 1889, 52 Vic., ch. 3, the company were further subsidized for 4½ miles from the end of the line already subsidized, to Ball's wharf, on the River St. Lawrence, to the extent of $14,400, and were admitted to contract on the 21st of January, 1890.

By the Subsidy Act, 53 Vic., ch. 2 (1890), authority was given for the grant of a subsidy, the limit of which was $76,800, for 24 miles of the railway of the company from Drummondville to Ste. Rosalie. Under date the 2nd of February, 1891, the company were admitted to contract for this work.

By the Subsidy Act, 57-58 Vic., ch. 4 (1894), authority was given for the grant of a subsidy to this company for 30 miles of railway from St. Leonard westerly towards a junction with the Intercolonial at Chaudiere Junction; the limit being fixed at $96,000, and a contract for the work was made with the company on the 14th of November, 1894.

Up to the close of the fiscal year 1892-93, there had been paid to the company the sum of $195,840. No further payments have been made up to the 31st of December, 1894.

Elgin, Petitcodiac and Havelock Railway Company.

(See Annual Reports for 1885-86 and 1890-91.)

Erie and Huron Railway Company.

(See Annual Report for 1886-87.)

Esquimalt and Nanaimo Railway Company.

(See Annual Report for 1886-87.)

Fredericton and St. Mary's Bridge Company.

(See Annual Report for 1888-89.)

Grand Trunk, Georgian Bay and Lake Erie Railway Company.

(Nos. 178 and 306.)

This company was incorporated by the Act of the province of Ontario, 44 Vic., ch. 69 (1881), as being composed of certain amalgamated roads, powers being given for extension to Owen Sound.

By the Dominion Act, 50-51 Vic., ch. 66 (1887), the company received additional powers of amalgamation.

By the Act 5ô Vic., ch. 49, it obtained powers to build a branch line from a point on the main line between Invernay and Wiarton, into the town of Owen Sound; the time for completion being fixed as the 1st of July, 1895.

By the Subsidy Act, 56 Vic., ch. 2 (1893), in lieu a previous subsidy authorized in 1889, assistance to this company was voted to the extent of $48,000 for 15 miles of their railway from some point between Tara and Hepworth to Owen Sound, and on the 26th of February, 1894, a contract was entered into with the Grand Trunk Railway Company of Canada, with which the company has been amalgamated under the powers conferred by the Dominion Act, 56 Vic., ch. 47 (1893), for the construction of this branch, namely from Parkhead Station to Owen Sound.

No payments were made during the fiscal year, but the road being subsequently completed and inspected, the full amount of subsidy applicable for the actual distance $12\frac{42}{100}$ miles, $39,744, has since been paid.

Great Eastern Railway Company.

(See Nos. 88, 114, 174, 213, 235 and 296.)

By the Act 49 Vic., ch. 10, authority was given for the grant of a subsidy to an extent not exceeding $32,000, on an estimated distance of 10 miles, towards the construction of a line from Yamaska to the River St. Francis, Que.; and the Great Eastern Railway Company having applied, a contract was made with them on the 12th of October, 1886, under the authority of an Order in Council of the 9th of that month, the time of completion being fixed as the 1st of October, 1887.

The road having been completed and inspected, the whole of the subsidy due for its actual distance, 6 miles, namely, $19,200, was paid under an Order in Council of the 27th of March, 1887.

By the Act 50-51 Vic., ch. 24, authority was given for the grant of a subsidy to the company to an extent not exceeding $96,000 for 30 miles of their railway from the River St. Francis to the Arthabaska (Grand Trunk) Railway at St. Grégoire, and under an Order in Council an agreement was entered into with them for the work, the date being 16th March, 1888. During the fiscal year 1890-91 the sum of $16,300 was paid from this subsidy for 6·66 miles from the east bank of the River Nicolet to the Grand Trunk Railway at St. Grégoire.

By the Act 52 Vic., ch. 3, a subsidy was authorized to the extent of $64,000 for a further distance of 20 miles from St. Grégoire. This subsidy was, in effect, revoted by the Act 56 Vic., ch. 2 (1893).

Authority has been given for entry into contract for this work, but the contract has not yet been signed.

By the Act 53 Vic., ch. 2 (1890), a subsidy of 15 per cent on the value of two bridges, one over the River Nicolet, the other over the River St. Francis, not exceeding $37,500, was authorized. On the 20th of June, 1891, a contract was entered into with the company for the work. During that fiscal year there was paid the sum of $4,845 for work on the Nicolet bridge.

By the Subsidy Act 54-55 Vic., ch. 8, there was revoted the balance unpaid, $79,700, of the subsidy granted by the Act 50-51 Vic., ch. 26, which had lapsed, for a railway from the River St. Francis to the Arthabaska Railway at St. Grégoire.

There has been no further payment up to the 31st of December, 1894. The total amount paid the company being $40,345.

Great Northern Railway Company.

(See Nos. 33, 37, 72, 79, 154, 215, 231, 308, 309 and 371.)

By the Act 47 Vic., ch. 8 (1884), a subsidy not exceeding $32,000 was granted to this company for the construction of a line from St. Jérôme to New Glasgow, Que.; the estimated length being 10 miles.

Under the authority of an Order in Council of the 3rd February, 1885, a contract for the work was entered into with the company on the 14th of that month, the road to be completed by the 1st of July, 1885.

The line was duly completed and inspected. Under an Order in Council of the 2nd of March, 1885, payment was made therefor, namely 7·84 miles, $25,088.

By the Act 49 Vic., ch. 10 (1886), a subsidy not exceeding $57,600 was authorized for a line from New Glasgow to Montcalm, a distance of about 18 miles. The Great Northern Railway Company having applied for it, it was granted to them by an Order in Council of the 18th July, 1887, which also approved of the location. The contract was made on the 19th of August, 1887, the road to be completed by the 1st of August, 1890.

By the Act 49 Vic., ch. 10, a subsidy not exceeding $22,400 was granted for a line from St. Andrews to Lachute, Que., 7 miles. For this subsidy the above named company applied, but no contract was made. The same subsidy was again voted by the Act of 1889, 52 Vic., ch. 3, and under date the 8th of October, 1890, a contract was entered into with them for the work, calling for completion by the 1st of August, 1891. The road was built and allowed to be opened for public traffic in January, 1892.

By the Act 53 Vic., ch. 2 (1890), the grant of a subsidy was authorized, limited to $48,000 for a line from at or near Montcalm to the Canadian Pacific Railway, between Joliette and St. Félix de Valois, fifteen miles.

By the Act 54-55 Vic., ch. 8 (1891), the unpaid balance, $28,100, of the subsidy granted in 1886 was revoted.

By the Act 56 Vic., ch. 2 (1893), the unpaid balance, $25,600, of the subsidy granted in 1891 was revoted, and a new contract for this work was entered into with the company on the 16th of June, 1894.

Also, by the same Act, the subsidy not exceeding $48,000 granted to the company for 15 miles of their railway from Montcalm to the Canadian Pacific Railway, between Joliette and St. Félix de Valois, by 53 Vic., ch. 2, was revoted, and a contract for this work was entered into with them on the 16th of June, 1894.

By the Subsidy Act, 57-58 Vic., ch. 4 (1894), the grant to this company of a subsidy limited to $96,000, was authorized for 30 miles of railway from a junction with the Lower Laurentian Railway near St. Tite, westwards, in lieu of a subsidy previously granted to the Maskinongé and Nipissing Railway Company.

No payments have been made during the past fiscal year, but subsequently there was paid the sum of $32,000 for a ten mile section between the 18th and 28th mile from St. Jérôme, making the total payments to this company $110,688 up to the 31st of December, 1894.

Guelph Junction Railway Company.

(See Annual Report of 1888-89.)

Harvey Branch Railway Company.

(See Annual Report of 1889-90.)

Hereford Railway Company (formerly Hereford Branch Railway Company).

(See Annual Report for 1891-92.)

International Railway Company.

(See Annual Reports for 1887-88 and 1889-90.)

Inverness and Richmond Railway Company.

(No. 357.)

This company was incorporated by the Act of the province of Nova Scotia, 50 Vic., ch. 60 (1887), with powers for the construction of a line of railway between Hawkesbury and a point in the district of Margaree. By the Act of 1888, ch. 79, the location of the line was authorized as from Port Hawkesbury, through Port Hastings, Judique, Port Hood, Mabou and Margaree, to a point at Eastern Harbour, Chéticamp.

By the Subsidy Act, 57-58 Vic., ch. 4 (1894), assistance to the extent of $80,000 was authorized for 25 miles of railway from Port Hawkesbury towards Chéticamp, and the above company was admitted to contract for the work on the 23rd of November, 1894, the time for completion being fixed at the first of December, 1896.

No payments have yet been made.

Irondale, Bancroft and Ottawa Railway Company.

(See Nos. 24, 159 and 30.)

By the Act 47 Vic., ch. 8 (1884), the Irondale, Bancroft and Ottawa Railway Company were subsidized, to an extent not exceeding $160,000, for a line, about 50 miles long, to connect the Victoria Branch of the Midland Railway with the village of Bancroft.

With the sanction of an Order in Council of the 10th July, 1886, a contract was made with the company on the 19th August, 1886.

The unpaid balance of subsidy, $145,000, which had lapsed, was revoted by the Act 52 Vic., ch. 3 (1889), and was again revoted by the Act 56 Vic., ch. 2 (1893).

During the past fiscal year the sum of $32,000 was paid, making the total payments up to the 31st of December, 1894, $64,000, covering the construction of the first 30 miles.

Joggins Railway Company.

(See Annual Report for 1891-92.)

Kingston, Napanee and Western Railway Company.

(See Napanee, Tamworth and Quebec Railway Company.)

Kingston and Pembroke Railway Company.

(See Annual Report for 1884-85.)

Lake Erie and Detroit River Railway Company.

Formerly "the Lake Erie, Essex and Detroit Railway Company," name changed by Dominion Act, 54-55 Vic., ch. 88 (1891).

(See No. 241.)

This company, under its old name, received a subsidy amounting to $118,400, of which particulars will be found in the annual report for the year 1889-90.

By the Act 56 Vic., ch. 50, confirmation was given to an agreement for the amalgamation of the two companies named.

By the Act 55-56 Vic., ch. 5 (1892), authority was given for the grant of a subsidy to this company of $224,000 for 58 miles of railway from Cedar Creek to Ridgetown in lieu of previous subsidies.

On the 20th of December, 1892, a contract was entered into with the company for work under the above subsidy, covering the whole distance; the road to be completed by the 1st of December, 1894.

During the past fiscal year the sum of $220,331 has been paid, the road being completed.

L'Assumption Railway Company.

(See Annual Report of 1886-87.)

Leamington and St. Clair Railway Company.

(See Annual Report of 1888-89.)

Lake Témiscamingue Colonization Railway Company.

(See Nos. 55, 84, 119, 122, 169, 216, 278, 282 and 324.)

By the Act 48-49 Vic., ch. 59, a subsidy was authorized in aid of the construction of a line of railway from Long Sault to the foot of Lake Temiscamingue, surmounting certain rapids on the Ottawa River. The limit of the amount was $25,600, covering a total distance of 8 miles. A contract was entered into on the 25th of November, 1885 for the construction of 6 miles, to be completed by the 1st of January, 1887.

In conformity with an express provision to that effect in clause 2 of the Act 49 Vic., ch. 10, letters patent were issued under an Order in Council of the 20th of July, 1886, published in the *Canada Gazette* of the 24th, granting a charter for the construction of this railway to the " Lake Temiscamingue Colonization Railway Company."

By the Subsidy Act, 49 Vic., ch. 10, a further subsidy of $6,000 was authorized for the building of wharfs and landing stages in connection with this line. This was subsequently cancelled, and by the Act 50-51 Vic., ch. 24 (1887), the definition of portions of the road to which the preceding Acts had granted subsidies was corrected, the amount of the subsidy, however, remaining the same, namely, a total of $31,600.

By the Act 50-51 Vic., ch. 24, the grant of subsidy to the extent of $33,600 was authorized for 10½ miles of this company's line from Long Sault to Lake Kippewa. The contract for this subsidy was entered into on the 27th of June, 1888.

By the Act 52 Vic., ch. 3 (1889), a subsidy was authorized, not exceeding $48,000, for 15 miles, from Mattawa station, C.P.R., towards the Long Sault, or *vice versa*.

By the Act 53 Vic., ch. 2 (1890), a subsidy was authorized, not exceeding $64,000, for 20 miles from the northern end of the line subsidized by 52 Vic. ch. 3.

By the Act 55-56 Vic., ch. 5 (1892), in lieu of the above named subsidies of 1889 and 1890, a subsidy was authorized to this company not exceeding $112,000 for 35 miles of their railway from Mattawa to the Long Sault.

By the same Act a subsidy was granted to the company, namely, for 15 miles of their railway from the Long Sault to the crossing of the Kippewa River, and 15 per cent on the value of a wooden truss bridge over the Ottawa River, near Mattawa, not exceeding $15,000, and not exceeding in all $63,000.

Under date the 31st of August, 1893, a contract was entered into with the company for the construction of the section between Mattawa and the Long Sault Rapids under the subsidy granted in 1892.

By the special Act 54-55 Vic., ch. 94 (1891), the company were empowered to convey or lease their road to the Canadian Pacific Railway Company, and also to extend the railway to the head of Lake Temiscamingue; the company's works to be completed by the 10th of July, 1896. The road is now controlled by the Canadian Pacific Railway Company.

By the Subsidy Act, 57-58 Vic., ch. 4 (1894), the subsidies previously granted were revised, balances unpaid were revoted, and additional subsidy was granted; the whole of the subsidies not to exceed $274,940. Under date the 12th of September, 1894, a new contract was entered into with the company for the work, embracing the distance between Mattawa and Lake Kippewa.

By a separate contract, dated the 1st of June, 1894, the company undertook to build a truss bridge over the River Ottawa, at Mattawa.

During the fiscal year 1888-89 the sum of $26,360 was paid, making a total of $52,760 paid to this company. No further payment was made during the fiscal year now past, but since that date payments have been made to the extent of $148,864, making the total payments $201,624, up to the 31st of December, 1894.

Lotbinière and Megantic Railway Company.

(See No. 253 and 338.)

This company was incorporated by the Quebec Act, 52 Vic., ch. 89 (1889), for the construction of a railway from some point at or near the parish church of St. Jean Des Chaillons, in the county of Lotbinière, to a point at or near Glen Lloyd, in the county of Megantic.

By the Subsidy Act 55-56 Vic., ch. 5 (1892), a subsidy to the extent of $48,000 was authorized for 15 miles of railway from a point at or near St. Jean Des Chaillons toward Glen Lloyd.

On the 17th July, 1893, a contract was entered into with the company for the work so subsidized, for which was substituted one dated the 27th of February, 1894, covering the distance from St. Jean Deschaillons to Lyster Station on the Grand Trunk Railway.

By the Subsidy Act 57-58 Vic., ch. 4 (1894), a subsidy for a further distance of 15 miles was authorized, the limit being $48,000.

A contract was entered into with the company on the 19th of November, 1894, covering the distance from Lyster Station to Lyster, 2½ miles, and 12½ miles from the end of the 15 miles built.

During the fiscal year the sum of $35,200 was paid; no further payments have been made up to the 31st of December, 1894, but an additional 12 miles have been completed and inspected.

Montfort Colonization Railway Company.

(See No. 245, 310 and 373.)

This company was incorporated by the Quebec Act, 53 Vic., ch. 107 (1890), for the construction of a railway from a point on the Canadian Pacific Railway, or the Montreal and Occidental Railway, either from Lachute, St. Jérome or St. Sauveur, or near the same, to Montfort, and for the continuation of the road to a point on the Rivière Rouge, in the township of Arundel.

By the Subsidy Act, 55-56 Vic., ch., 5 (1892), the grant of a subsidy to this company to the extent of $67,200 was authorized for 21 miles of railway from Lachute, St. Jérôme, or a point at or near St. Sauveur, on the line of the Montreal and Western Railway to Montfort.

By the Subsidy Act, 56 Vic., ch. 2 (1893), this subsidy was revoted with an addition, specifying the gauge as "three feet."

On the 16th of May, 1893, a contract was entered into with this company for the construction of 21 miles of railway from St. Sauveur to Montfort and westward, the road to be completed by the 1st of September, 1895.

During the past fiscal year the sum of $35,200 has been paid for the first ten miles section and the balance of the 21 miles has been completed and inspected, but no further payment has been made up to the 31st of December, 1894.

Montreal and Champlain Junction Railway Company.

(See Annual Report for 1892-93.)

Montreal and Lake Maskinongé Railway Company.

(See Annual Report for 1890-91.)

Montreal and Sorel Railway Company.

(See Annual Report for 1892-93.)

Montreal and Western Railway Company.

(See Nos. 78 and 206.)

By the Subsidy Act of 1886, 49 Vic., ch. 10, authority was given for the grant of a subsidy in lieu of previous subsidies to the Montreal and Western Railway Company for 70 miles of their railway from St. Jérôme north-westerly towards Le Désert, Que., the amount being $5,151 per mile, not exceeding in the whole $361,270.

For this subsidy another for the same amount was substituted by the Act 53 Vic., ch. 2 (1890), special authority being given for payment in named sections less than 10 miles in length.

Under authorization of an Order in Council, dated the 4th of June, 1888, a contract was made with the company for the work on the 6th. The whole of the railway for the 70 miles subsidized, from St. Jérôme to a point 3 miles beyond La Chute and Iroquois has been completed. During the past fiscal year payments were made to the extent of $119,486, making the total amount paid to this company $361,270, the whole amount of their subsidy.

Montreal and Ottawa Railway Company.

(Formerly the Vaudreuil and Prescott Railway Company.)

(Name changed by 53 Vic., ch. 58.)

(See Nos. 97, 186, 237 and 320.)

By the Railway Subsidy Act of 1887, 50-51 Vic., ch. 24, the grant of a subsidy to the above company was authorized for 30 miles of their railway from Vaudreuil towards Hawkesbury, the extent of such subsidy being $96,000.

A contract was made with the company on the 11th of February, 1889, for the distance named, starting from the Grand Trunk Railway at Vaudreuil. The date for completion was fixed as the 1st of August, 1891.

The Company, on the 4th of October, 1890, were authorized to open the portion of their road between Vaudreuil and Rigaud, 16 miles, for public traffic.

By the Act 53 Vic., ch. 2 (1890), a subsidy for a further distance of 30 miles towards Ottawa, $96,000, was authorized. A draft contract covering the subsidy was approved by an Order in Council on the 21st of September, 1891, but has not yet been signed.

By the Act 54-55 Vic., ch. 8 (1891), the unpaid balance, $46,040, of the subsidy granted in 1887, was revoted.

In September, 1892, after inspection, permission was given to open for traffic the portion of the road between Vaudreuil and Pointe Fortune, 23½ miles.

By the Subsidy Act, 57-58 Vic. ch. 4 (1894) the unpaid balances of subsidies granted in 1887 and 1890 were revoted.

During the past fiscal year the sum of $23,640 was paid, making the total $73,600 up to the 31st of December, 1894. This railway has been leased in perpetuity to the Canadian Pacific Railway Company.

Napanee, Tamworth, and Quebec Railway Company.

(*Name changed to the* **Kingston, Napanee and Western Railway Company** *by the Act 53 Vic., ch. 62.*

(See Nos. 13, 27, 57, 94, 107, 166, 256 and 273.)

In 1883 Parliament authorized a subsidy of $89,600 to this company, covering their road from Napanee to Tamworth.

A contract, dated the 31st of December, 1883, was entered into with the company for this work, and upon completion, inspection and approval of the road, the subsidy was all paid under Orders in Council, the last dated the 28th of July, 1884.

In the session of that year Parliament authorized the grant of a further subsidy, not exceeding $3,200 a mile, or a total of $70,406, for an extension of this company's road from Tamworth to Bogart and Bridgewater. In 1885, however, in substitution for this subsidy, Parliament authorized the grant to the company of a subsidy of $70,000 for a line "from Tamworth towards Bogart and Bridgewater, 16 miles." This, again, was cancelled by the Act 49 Vic., ch. 10 (1886), a subsidy of $70,000 being granted to the company for 18 miles of their railway from Tamworth to Tweed.

By the Act 50-51 Vic., ch. 24 (1887), a further subsidy to this company, not exceeding $12,800, was authorized for 4 miles of their road to Tweed.

Under date the 25th of July, 1888, an Order in Council authorized entry into contract, and approved the location plans from Tamworth to Tweed, 20 miles. The contract was signed on the 31st of July, 1888, covering both subsidies.

By the Act 52 Vic., ch. 3 (1889), the grant of a further subsidy to this company was authorized for 7 miles of their railway from Yarker to Harrowsmith, and also a grant to a company for 3 miles of railway from Harrowsmith to Sydenham, the total being $32,000. Under date the 4th of September, 1889, the company were admitted to contract for 3 miles, and under date the 26th of December, for the distance of $6\frac{3}{4}$ miles, from a point near Yarker to or near Harrowsmith.

By the Act 55-56 Vic., ch. 5 (1892), in lieu of the subsidy granted by the above Act for 3 miles, a subsidy not exceeding $9,600 was granted for 3 miles from a point at or near Harrowsmith to a point at or near Sydenham. A contract was made with the company for this work on the 18th of September, 1893.

By the Act 55-56 Vic., ch. 5 (1892), a subsidy not exceeding $64,000 was granted to this company for 20 miles of their railway, being for branches to be built to certain iron deposits. A contract was made with the company for one of these branches (to Lake Sydenham) on the 11th of December, 1893, the distance being $1\frac{375}{1000}$ miles. Under date the 30th of November, 1889, the company were allowed to open for traffic between Tamworth and Tweed, and between Yarker and Harrowsmith, and from Harrowsmith to Sydemham in November, 1893. During the last fiscal year there has been paid the sum of $13,932.80, making the total payments up to the 31st of December, 1894, $208,732.80.

Nakusp and Slocan Railway Company.

(See No. 362.)

This company was incorporated by the Dominion Act, 56 Vic., ch. 56 (1893), with powers to construct a railway from a point at or near Nakusp, in British Colu ia, to

a point at or near the forks of Carpenter Creek, in the district of West Kootenay, the gauge to be either the standard gauge (4 feet 8½ inches) or a narrow gauge not less than 3 feet; also to run vessels on the lakes and rivers of the province, in connection with their railway. Powers were further conferred for the conveyance or lease of the road to the Canadian Pacific Railway Company.

By the Railway Subsidy Act, 57-58 Vic., ch. 4 (1894), the grant of assistance to the extent of $121,600 was authorized for the said railway, estimated at 38 miles, and on the 23rd of October, 1894, a contract was made with the company for the work, the date for completion being fixed on the 1st of August, 1895, the standard gauge to be adopted.

The whole road has been completed, and in December was inspected, the actual distance being 36·80 miles, and the amount of subsidy applicable being consequently $117,760. Payment of this amount has been authorized by an Order in Council of the 28th of that month, but it was not paid at its close.

The road has been leased to the Canadian Pacific Railway Company for 25 years, under an agreement dated the 9th of August, 1893, approved by an Order in Council of the 18th of July.

New Brunswick and Prince Edward Island Railway Company.

(See Annual Report for 1888-89.)

New Glasgow Iron, Coal and Railway Company.

(See No. 268.)

By the Subsidy Act, 55-56 Vic., ch. 5, the grant of assistance to the above company for 12½ miles of railway from Eureka Junction on the Intercolonial Railway, to a point at or near Sunnybrae, including a branch line to the charcoal iron furnace at Bridgeville, was authorized, the limit of aid being $40,000.

Under date the 23rd of November, 1892, the company were admitted to contract for this work.

During the fiscal year there was paid $5,454.16, making the total payments up to the 31st of December, 1894, $38,400.

Northern and Pacific Junction Railway Company.

(See Annual Report of 1890-91.)

Northern and Western Railway Company.

(See Annual Report of 1889-90.)

Nova Scotia Central Railway Company.

(See Nos. 129, 135 and 307.)

By the Subsidy Act of 1887, 50-51 Vic., ch. 24, the Nova Scotia Central Railway Company were subsidized for 34 miles of their railway, to an extent nor exceeding $108,800. Under an Order in Council of the 16th of September, 1887, the company were admitted to contract on the 17th of October, 1887, the works to be executed being a line of railway from Lunenburg, on the east coast of Nova Scotia, westward, to a point in the district of New Germany, together with a spur, about ¾ mile long, to Be water railway wharf, the whole to be completed by the 31st of December, 1889.

By the Act 51 Vic., ch. 3 (1888), the grant of further subsidy, not exceeding $147,200, was authorized for 46 miles of the company's railway, and under an Order in Council of the 9th October, 1888, a contract, dated the 15th of October, 1888, was executed, covering a line of railway, 39½ miles, starting from a point 33½ miles from Lunenburg, and running to Middleton, on the Windsor and Annapolis Railway; the work to be completed by the 31st of December, 1890.

By the Subsidy Act, 56 Vic., ch. 2, (1893), the unpaid balance, $4,500, was revoted. Up to the close of the fiscal year 1891-92, the total payments to this company amounted to $230,700, covering the distance from Lunenburg to Middleton and the spur to Bridgewater, a total of 73½ miles. Authority for payment of the said balance of $4,500 has been given by an Order in Council dated the 2nd of July, 1894, but no further payment has been made up to the 31st of December, 1894.

Nova Scotia Southern Railway Company.

(See Nos. 207 and 272.)

This company was incorporated by the Nova Scotia Act, 51 Vic., ch. 82, as the "Annapolis and Atlantic Railway Company." The name was changed as above by the Act, 56 Vic., ch. 65.

By the Dominion Subsidy Act, 55-56 Vic., ch. 5 (1892), a subsidy (taking the place of one previously granted), was authorized for 75 miles of railway from Sand Point, Shelburne Harbour, N.S., to Annapolis Royal, and to a point of junction with the Nova Scotia Central Railway, at or near New Germany, the subsidy limit being $240,000.

The above company having applied for the subsidy, a contract, dated the 12th of January, 1894, has been entered into with them for the work of building a line from Sand Point towards New Germany, and approval has been given by an Order in Council dated the 25th of August, 1894, to the location of the railway for the whole distance, 75 miles.

No payment has been made up to the 31st of December, 1894.

Ontario and Pacific Railway Company.

(See Nos. 31, 115, 150 and 288.)

By the Act 47 Vic., ch. 8 (1884), the grant of a subsidy to the Ontario and Pacific Railway Company was authorized, namely, to the extent of $262,400, on an estimated distance of 82 miles, for a line from Cornwall to Perth, and on the 27th of July, 1886, a contract was made with the company, under the authority of an Order in Council of the first day of that month, for the construction of such line, via Newington, Chrysler, Manotick and Franktown, the road to be completed by the first of July, 1888. This subsidy lapsed on the 1st of July, 1888.

By the Act 50-51 Vic., chap. 24, a further subsidy of $19,200 for a further distance of 6 miles was granted.

By the Act 52 Vic., chap. 3 (1889), a subsidy not exceeding $172,400 was authorized to this company for a line from Cornwall to Ottawa, but no contract was entered into for the work.

By the Subsidy Act of 1892, 55-56 Vic., ch. 5, the subsidy granted in 1889 was revoted, the length being set down as $53\frac{87}{100}$ miles.

No portion of these subsidies has been paid up to the 31st of December, 1894.

Ontario and Quebec Railway Company.

(See West Ontario Pacific Railway Company, and Annual Report for 1891-92.)

Ontario, Belmont and Western Railway Company.

(See No. 246.)

This company was incorporated by the Ontario Act, 54 Vic., ch. 90 (1891), for the construction of a railway from the Midland Railway of Canada at either Hastings or Campbellford to some point on the Central Ontario Railway within the township of Marmora, county of Hastings.

By the Subsidy Act, 55-56 Vic., ch. 5 (1892), the grant of a subsidy to this company to the extent of $32,000, was authorized for 10 miles of railway from the Belmont iron mines to the Canadian Pacific and the Central Ontario Railway.

On the 9th of March, 1893, a contract was entered into with the company for this work, namely, from the Belmont mines to the junction of the two railways named, the road to be completed by the 1st of August, 1896.

No portion of this subsidy has been paid up to the 31st of December, 1894.

Orford Mountain Railway Company.

(See No. 228.)

By the Subsidy Act, 53 Vic., ch. 2, the grant of a subsidy, limited to $99,200, was authorized in favour of the above company, for 31 miles of their railway between Eastman and Kingsbury, Que., and on the 16th of December, 1891, the company were admitted to contract for the work for a distance of 10 miles, namely, from Eastman to Lawrenceville. The work was completed, and the subsidy was paid in 1892.

By an Order in Council, dated the 20th June, 1892, authority was given for entry into contract with the company for the balance of the work, $16\frac{1}{2}$ miles, between Lawrenceville and Kingsbury, and such contract was signed on the 10th of September, 1892.

The road between Lawrenceville and Kingsbury has been completed, and during the last fiscal year, the subsidy applicable thereto, $52,800, was paid, making the total payments to this company $84,800, the whole amount applicable.

Ottawa, Arnprior and Parry Sound Railway Company.

(See Nos. 92, 134, 199, 242, 276 and 277)

This company was formed by the amalgamation, under the Act 54-55 Vic., ch. 93, of the Ottawa and Parry Sound Railway Company, incorporated by the Acts 51 Vic., ch. 35, and the Ottawa, Arnprior and Renfrew Railway Company, incorporated by the Act 51 Vic., ch. 71. The company has powers to build a line of railway from the city of Ottawa through Arnprior, Renfrew, Eganville and Killaloe, to a point on the Georgian Bay at or near the village of Parry Sound.

By the Subsidy Act, 55-56 Vic., ch. 5, (1892), there were granted to this company the following subsidies (in lieu of subsidies previously granted, but not utilized) :—

(*a.*) For 22 miles of railway from a point on the Canadian Pacific Railway to Eganville, a subsidy limited to $70,400.

(*b.*) For 30 miles of railway from Eganville to Barry's Bay, a subsidy limited to $96,000.

(*c.*) For 55 miles of railway from Barry's Bay towards the Northern Pacific Junction Railway, a subsidy limited to $6,400 a mile on the first half of that division, and to $3,200 a mile on the second half, not exceeding in the whole $264,000.

The first two subsidies were covered by a contract dated the 29th of September, 1892 ; the starting point on the Canadian Pacific Railway being Renfrew, and the date for completion being fixed as the 1st of August, 1896.

The third subsidy, from Barry's Bay towards the Northern Pacific Junction Railway, was covered by a contract with the company dated the 8th of November, 1892, for which was substituted a contract dated the 20th of September, 1894.

The location plans have been approved for the whole distance covered by the three subsidies.

The sections between Ottawa and Renfrew, were opened for traffic in September and December, 1893.

During the past fiscal year, payments have been made to the extent of $101,120, and subsequently the further sum of $129,280, making the total payments to the company $230,400, up to the 31st of December, 1894. The distance covered thereby is to the end of the ten miles section west from Barry's Bay, or a total of 62 miles west from Renfrew. On that date the inspection was made of a further length of 20 miles.

Ottawa and Gatineau Valley Railway Company.

Name changed to the **Ottawa and Gatineau Railway Company** by the Act 57-58 Vic., ch. 87, which consolidated and amended acts relating to the Company.

(See Nos. 8, 26, 58, 151, 305 and 349.)

By the Act 48-49 Vic., chap. 29 (1885), the grant of a subsidy to this company was authorized (in lieu of subsidies granted in previous years), namely, for a line of railway from Hull station towards the village of Le Désert, 62 miles, the amount being $320,000. The subsidy having lapsed, it was revoted by the Act 52 Vic., ch. 3 (1889).

Under authority of an Order in Council of the 10th of July, 1889, a contract with the company for the work in question. 62 miles, was signed on the 19th of August.

By the Subsidy Act, 56 Vic., ch. 2, 1883, the unpaid balance, $89,248, was revoted.

By the Subsidy Act, 57-58 Vic., ch. 6. (1894), authority was given for subsidizing to the extent of $64,000, a further distance of 20 miles from the end of the 62 miles already subsidized, but no contract has yet been made for the work.

During the past fiscal year, there has been paid to the company the sum of $53,376, making the total payments up to the 31st of December, 1894, $284,128.

Oshawa Railway and Navigation Company.

Name changed to the **Oshawa Railway Company**, by 54-55 Vic., ch. 91.

(See Nos. 112, 233 and 314.)

By the Act 50-51 Vic., ch. 24 (1887), the grant of a subsidy, to the extent of $22,400, was authorized for seven miles of this company's railway, extending from Port Oshawa towards Raglan; they were admitted to contract on the 20th of July, 1889. This subsidy was renewed by the Act 54-55 Vic., ch. 8; and by the Act 56 Vic., ch. 2, 1893, it was revoted in such form as to admit of payment on completion of named sections.

Entry into contract accordingly has been authorized, but no contract has yet been signed.

By the special Act 54-55 Vic., ch. 91, the corporate powers of the company were revived, and its name was changed as above.

No portion of the subsidy has been paid up to the 31st of December, 1894.

Parry Sound Colonization Railway Company.

(See Nos. 153, 312, 342.)

By the Subsidy Act of 1889, 52 Vic., ch. 3, authority was given for the grant of a subsidy to this company, not exceeding $128,000, for 40 miles of railway from the village of Parry Sound to the village of Sundridge, or some other point on the line of the Northern and Pacific Junction Railway.

On the 21st of July, 1890, the company were admitted to contract accordingly, the line to run from the village of Parry Sound through the townships of Foley, Christie, Monteith, McMurrick and Parry, joining the line of the Northern and Pacific Railway at Scotia, or a point about two miles from Elmsdale station. The date for completion has been extended to the 1st of August, 1897. The location for 50 miles has been approved by Order in Council, covering the distance between the Northern Pacific Junction Railway and Parry Sound.

By the Act, 56 Vic., ch. 2 (1893), the unpaid balance of subsidy, $97,600, was revoted.

By the Act 57-58 Vic., ch. 4 (1894), the grant of a further subsidy, limited to $64,000, was authorized, for 20 miles of this company's railway east from Parry Sound.

During the past fiscal year no payments were made, but subsequently there was paid the sum of $68,780, making the total payments up to the 31st of December, 1894, $128,000, covering 40 miles of railway built.

Philipsburg Junction Railway and Quarry Company.

(See Nos. 255 and 322.)

This company was incorporated by the Quebec Act 51-52 Vic., ch. 107 (1888), for the construction of a railway from Philipsburg to Stanbridge.

By the Subsidy Act, 55-56 Vic., ch. 5 (1892), the grant of a subsidy to the extent of $21,600 was authorized for a railway between the points named, $6\frac{7}{100}$ miles.

On the 27th of February, 1893, a contract was entered into with the company for this work, the distance being set down as $6\frac{3}{4}$ miles.

By the Subsidy Act, 57-58, Vic., ch. 4 (1894), a subsidy, in part a revote, was authorized for the small difference in length and for a short branch, in all, $2,912

During the fiscal year, $18,688 was paid, covering the distance, 584 miles, from Stanbridge Station on the Central Vermont Railway to Philipsburg, and subsequently the further sum of $2,912, making a total of $21,600, the full amount of the subsidy.

Port Arthur, Duluth and Western Railway Company.

(Formerly the **Thunder Bay Colonization Railway Company.**)

(See Annual Report of 1892-93.)

Pontiac and Renfrew Railway Company.

(See Annual Report of 1889-90.)

Pontiac Pacific Junction Railway Company.

(See Nos. 25, 137, 211, 329, 330 and 331.)

This company was incorporated by the Dominion Act, 43 Vic., ch. 55 (1880), with powers to construct a railway from a point on the line of the Quebec, Montreal, Ottawa and Occidental Railway, at or near Hull or Aylmer, to a point in the county of Pontiac, suitable for crossing the River Ottawa, thence to Pembroke to connect with the Canada Central Railway.

The Act 45 Vic., ch. 69, gave authority for the construction of a bridge across the River Ottawa.

This line was subsidized by Parliament in 1884, 49 Vic., ch. 8, to the extent of $3,200 a mile, not exceeding $272,000.

Under authority of an Order in Council, dated the 12th of December, 1884, a contract, dated the 22nd of that month, was made with this company for the building of the line subsidized, namely, from Aylmer, Quebec, to Pembroke, crossing the River Ottawa at a point "not east of Lapasse"; the first twenty seven miles to be completed by the 1st of September, 1885, (extended to the 15th of December by Order in Council of the 13th of August, 1885), the second twenty-seven miles by the 1st of July, 1886, and the whole road, estimated at eighty-five miles west of Aylmer, by the 1st of July, 1887.

By the Act 51 Vic., ch. 3 (1888), a subsidy to this company of $31,500 was authorized for the bridging of the River Ottawa at Culbute; also a subsidy of $9,600 for 3 miles of their railway from a point 3 miles east of Pembroke to Pembroke, provided that the entire work subsidized on this railway be completed within four years from the 22nd of May, 1888.

By the Act 53 Vic., ch. 2 (1890), a subsidy limited to $24,000 was authorized for 7½ miles of this railway, between Hull and Aylmer.

By the Act 53 Vic., ch. 68 (1890), the time for completion of the railway to the town of Pembroke, and of the bridge over the River Ottawa, at or near the city of Ottawa, which the company were empowered to construct by the Act 45 Vic., ch. 69, was extended to the 22nd of May, 1892. The same Act gave the company power to extend their line from the said bridge to the canal basin in the city of Ottawa.

The Act 53 Vic., ch. 69 (1890), gave to this company power to purchase from the Canadian Pacific Railway Company the section between Hull and Aylmer, or any part thereof.

By the Subsidy Act, 55-56 Vic., ch. 5, clause 4 (1892), the balance unpaid of the subsidy voted in 1884 was revoted; and by the special Act of 1892, ch. 56, the time for the commencement of the bridge over the River Ottawa, at or near Ottawa, was extended for 2 years, and its completion for 5 years, from the 9th of July, 1892. The time for the completion of the line to Pembroke was also extended for 4 years from that date.

By the Subsidy Act, 57-58 Vic., ch. 4 (1894), the subsidies voted in 1888 were revoted, subject to the condition that the entire work subsidized on this railway should be completed within four years. The time for completion is thus extended to the 23rd of July, 1898.

By the same Act the unpaid balance of the subsidy voted by ch. 8 of the Act of 1884, less $24,000 for the 7½ miles from Hull to Aylmer, was revoted, namely $73,172.

By the same Act the sum of $24,000, voted for the road from Hull to Aylmer in 1890, was in effect revoted.

The road is open from Ottawa to Waltham, 70 miles.

Up to the close of the fiscal year 1887-88, a total of $174,828 had been paid out of the subsidy voted in 1884. No further payments have been made during the fiscal year, but subsequently the sum of $18,750 has been paid, making a total of $193,578.

Quebec Central Railway Company.

(See Nos. 22, 142, 219 and 321.)

This company was subsidized in 1884, to the extent of $211,200, in aid of the construction of 66 miles of their railway from Beauce Junction to the international boundary.

Under the authority of an Order in Council, dated the 2nd of August, 1884, a contract was made with the company on that date for the construction of a line from Beauce Junction on their trunk line, thence up the valley of the River Chaudière to the frontier, the line to be completed by the 2nd of February, 1888.

The location of the first 23 miles was approved of by an Order in Council of the 8th of May, 1885. The amount of the subsidy paid up to the end of the fiscal year 1885-86, under an Order in Council of the 14th of August, 1885, was $60,342, covering 15½ miles of road inspected, starting from Beauce Junction.

In lieu of the balance of this subsidy, which lapsed on the 1st of July, 1888, authority was given by the Act 51 Vic., ch. 3 (1888), for the grant of a subsidy to this company of $21,191.54 a year, for 20 years, equivalent to a cash grant of $288,000, for a line of railway from St. Francis station to a point on the Atlantic and North-west Railway, near Moose River, 90 miles. No contract was made for this work.

By the Act 53 Vic., ch. 2 (1890), in lieu of the subsidy so granted, the company may receive the same amount for a similar term of years, or a guarantee of interest on bonds for a like sum, for 90 miles of their railway from St. Francis station on their line to a point on the Atlantic and North-western Railway near Moose River, or from a point on their line between the Chaudière River and Tring station to a point on the International Railway at or near Lake Megantic; the first annual payment to be made at the end of twelve months from the date of the certificate of completion. A contract was entered into for this subsidy on the 30th of June, 1892, the work to be completed by the 1st of July, 1894.

By the Subsidy Act, 57-58 Vic., ch. 4 (1894), authority was given for the payment of the subsidy granted by the Act of 1890, as a cash subsidy, at the present worth $288,000; payment to be made on completion, inspection, and acceptance of the railway. An Order in Council of the 16th of June, 1894, has authorized this mode of settlement of subsidy, but nothing can be paid until an inspection, to be made on completion of the above road, has shown it to be in a satisfactory condition.

It is understood that the first 40 miles have been completed.

There has been no further payment beyond the $60,342 made in 1885-86, up to the 31st of December, 1894.

Quebec and Lake St. John Railway Company.

(See Nos. 2, 14, 40, 82, 126, 140, 177, 220, 232, 300 and 347.)

By the Subsidy Act of 1882, a subsidy of $384,000 was granted for a line from St. Raymond to Lake St. John. By the Act of 1883, the Quebec and Lake St. John Railway Company, engaged in the work of constructing this line, were permitted to receive a further subsidy of $80,000. By the Act of 1885, a subsidy of $96,000 was authorized for a line extending from the point of their junction with the North Shore Railway (4 miles from Quebec) up to St. Raymond (36 miles from Quebec), conditionally upon the construction of their line to a point 50 miles north of St. Raymond; and by the Act of 1886, a subsidy was authorized, not exceeding $186,295, for the portion, 95 miles, extending from the point 50 miles north of St. Raymond to Lake St. John.

By the Act 50-51 Vic., ch. 24 (1887), an additional subsidy, not exceeding $28,800, was authorized for a distance of 9 miles, the distance which previous subsidies granted were short of covering from the city of Quebec to Lake St. John. By this Act, authority was given for payment up to the 23rd of June, 1888 (under the usual conditions) of balances available from the subsidies granted in 1882 and 1883. The aggregate of the subsidies granted to this company for the whole distance from Quebec to Lake St. John was $775,095, the number of miles subsidized being 186.

An agreement was duly entered into on the 4th of September, 1883, in respect of the two subsidies first named, under which this line was to be completed by the 25th of May, 1887, the portion up to Lake Edward to be completed by the 31st of December 1885; and on the 10th of February, 1886, an agreement was signed covering the third subsidy, namely, that of 1885. For the subsidies granted in 1886 and 1887, no further contracts were required, these subsidies being applicable to works embraced in the previous contracts.

The road is in operation up to Roberval, on Lake St. John, 190 miles from Quebec.

By the Act 51 Vic., ch. 3, a subsidy to the extent of $96,000, previously granted to the Saguenay and Lake St. John Railway Company, for 30 miles of their railway, from Lake St. John towards Chicoutimi, was transferred to this company, and under authority of an Order in Council of the 17th of November, 1888, a contract was made with them on the 5th of December for this work, which starts from Chambord Junction, near Lake St. John, on the main line; the work to be completed by the 1st of August, 1890. The location for these 30 miles has been approved by an Order in Council of the 17th of November, 1888.

By the Act 52 Vic., ch. 3 (1889), a further subsidy of $64,000 was granted for an additional 20 miles, making the total subsidy for this branch $160,000. Under date the 17th of October, 1892, a contract has been entered into with the company for this work.

By the Act 53 Vic., ch. 2 (1890), a subsidy to this company to an extent not exceeding $30,000, was authorized for a railway bridge over the River St. Charles; also

a subsidy, limited to $38,400, for 12 miles of railway from Lorette via Charlesbourg to Quebec. Under date the 2nd of December, 1890, both these subsidies were covered by one contract, the work to be completed by the 1st of October, 1891.

By the Act 54-55 Vic., ch. 8, there was expressly voted the difference, $5,250, between the $30,000 mentioned in the above subsidy for the St. Charles bridge and the amount actually paid the company.

By the Act 55-56 Vic., ch. 5, clause 5 (1892), authority was given for the payment of the unpaid balance of the subsidy granted in 1889, and also for the payment of the unpaid balance, $12,800, of the subsidy granted in 1887. This last, representing 4 miles of railway built towards Roberval, was covered by a contract made on the 17th of October, 1892.

By the Subsidy Act, 56 Vic., ch. 2 (1893), the unpaid balance, $81,040, of the subsidy granted by 51 Vic., ch. 3, was revoted.

By the Subsidy Act, 57-58 Vic., ch. 4 (1894), a subsidy was voted to this company for 2 miles of their Chicoutimi branch to deep water at Chicoutimi, also for a further distance of 12 miles from the 52nd mile of that branch to Ha ! Ha ! Bay, in all $44,800.

During the past fiscal year there has been paid the sum of $81,600, making the total payments to the company up to 31st of December, 1894, $1,002,999.50, covering the main line and 50 miles of the Chicoutimi Branch.

Quebec, Montmorency and Charlevoix Railway Company.

(See Nos. 164 and 304.)

By the Subsidy Act, 52 Vic., ch. 3 (1889), the grant of a subsidy to the extent of $96,000 to the above company was authorized for 30 miles of their railway from the east bank of the River St. Charles to or near to Cape Tourmente, Quebec.

A contract was entered into with the company on the 14th of November, 1889, for this work, from Hedleyville to St. Joachim.

By the Subsidy Act, 56 Vic., ch. 3 (1893), the unpaid balance, $30,400, of the previous subsidy was revoted.

During the fiscal year 1889-90, the sum of $65,600 was paid from this subsidy, the distance covered being 20½ miles, viz., from Quebec (the east side of the River St. Charles) to Ste. Anne. No further payments have been made up to the 31st of December, 1894, but the balance of the 30 miles subsidized has been completed, and was inspected in November.

Shuswap and Okanagan Railway Company.

(See No. 167.)

This company was incorporated by the Act 49 Vic., ch. 82 (1886), for the construction of a line of railway from a point on the Canadian Pacific Railway, at Sicamous Narrows, B.C., running up the left bank of the Shuswap River to a point near the north end of Lake Okanagan.

By 51 Vic., ch. 88 (1888), this Act was amended, and the company were allowed two years to commence and five to complete their main line.

By the Subsidy Act of 1889, a subsidy to the extent of $163,200 was authorized for the said railway, the estimated distance being 51 miles.

The contract for this work was signed on the 11th of February, 1890, the date for completion being fixed as the 4th May, 1893. The road is completed.

During the fiscal year the sum of $640 was paid to the company, and subsequently the further sum of $300, making the total payments up to the 31st of December, 1894, $163,200, the full amount of the subsidy.

This road is leased to the Canadian Pacific Railway for a term of 25 years, under an agreement confirmed by the Act 54-55 Vic., ch. 72 (1891).

South Norfolk Railway Company.

(See Annual Report of 1888-89.)

St. Catharines and Niagara Central Railway Company.

(See Nos. 96, 176, 190, 265 and 319.)

By the Act 50-51 Vic., ch. 24 (1887), the grant of a subsidy to the extent of $38,400 to the above company was authorized for 12 miles of their railway from St. Catharines to the bridge over the River Niagara.

The company were admitted to contract on the 5th of March, 1888, under an Order in Council of the 12th of April, the location being approved by an Order of the same date.

On the 20th of December, 1888, the road having been built and inspected, the company were permitted to open it for traffic. The sum of $26,640 was paid to the company in the fiscal year 1888-89.

By the Act 52 Vic., ch. 3 (1889), a subsidy for 20 miles of this road was authorized, limited to $64,000, and on the 1st of August, 1890, the contract was signed, the extension being from their present terminus at St. Catharines towards Hamilton.

By the Act 53 Vic., ch. 7 (1890), a subsidy limited to $44,800 was authorized for a further distance of 14 miles.

By the Act 50-51 Vic., ch. 5 (1892), in lieu of the subsidies granted in 1889 and 1890, there was granted an annual subsidy for 20 years, calculated on the basis of 3½ per cent of the amount, not to exceed $108,000, granted for the 34 miles in question; payment of the first half-yearly instalment to be made 6 months after the date of the chief engineer's certificate of completion.

By the Subsidy Act, 57-58 Vic., ch. 4 (1894), the grant of a subsidy to this company for 34 miles of their railway from St. Catharines to Hamilton was authorized, the amount not to exceed $108,800.

During the fiscal year 1890-91, the sum of $11,760 was paid to this company, covering the distance, 12 miles, between St. Catharines and Niagara River, making a total of $38,400 paid to this company. No further payments have been made up to the 31st of December, 1894.

St. Clair Frontier Tunnel Company.

(See Annual Reports of 1890-91 and 1891-92.)

St. John Valley and Rivière du Loup Railway Company.

(See Nos. 90, 118, 225 and 274.)

By the Act 49 Vic., ch. 10 (1886), a subsidy of $70,400 was authorized for 22 miles of railway, from Fredericton to Prince William, New Brunswick, and by the Act

50-51 Vic., ch. 24, a subsidy of $70,400 was authorized, in favour of the St. John Valley and Rivière du Loup Railway Company, for 22 miles of railway from Prince William towards Woodstock.

The company having applied for both subsidies, they were admitted to contract on the 26th of June, 1888, under an Order in Council of the 21st of May, the time for completion being fixed as the 31st of July, 1890. This covers both subsidies, aggregating $140,800. The location plans were approved by an Order in Council of the 23rd of May, 1888, covering the distance, 44 miles, from Fredericton to Woodstock.

By the Act 53 Vic., ch. 2 (1890), both the above subsidies were, in effect, revoted.

By the Act 55-56 Vic., ch. 5, a subsidy limited to $48,000 was authorized for 15 miles of railway extending from the north end of the line subsidized by 53 Vic., ch. 2.

Up to the 31st December, 1894, no payments have been made.

Stewiacke Valley and Lansdowne Railway Company.

(See Nos. 87, 232, 254 and 258.)

By the Act 49 Vic., ch. 18 (1886), a subsidy was authorized for a railway from a point on the Intercolonial Railway through the Stewiacke Valley, affording communication with the Iron Mines, Spring Side, Upper Stewiacke and Musquodoboit settlements, 25 miles, the extent of aid not exceeding $80,000. The Stewiacke Valley and Lansdowne Railway Company having applied for this subsidy, a contract was made with them on the 17th of December, 1886, the line to be completed by the 1st of December, 1889.

By the Act 53 Vic., ch. 2 (1890), the above subsidy was, in effect, revoted, and the old contract having been cancelled, a new contract with this company was entered into on the 30th of August, 1890. Completion was called for by the 1st of September, 1892.

By the Act 55-56 Vic., ch. 5 (1892), the same subsidy was, in effect, revoted.

By the Act 52 Vic., ch. 3 (1889), a subsidy was granted for a railway from Truro or a point between Truro and Stewiacke to Newport or Windsor, 49 miles, the limit being $156,800. A contract was made with this company on the 30th of August, 1890, for the work; the line to run from Brockville station, on the Intercolonial, to Newport station, on the Windsor Branch Railway; the line to be completed by the 1st of September, 1893.

By the Act 55-56 Vic., ch. 5 (1892), this subsidy was, in effect, revoted.

The location plans have been approved for this distance.

No portion of any of the above subsidies has been paid up to the 31st of December, 1894.

St. Lawrence and Adirondack Railway Company.

(See Nos. 218 and 293.)

By the Subsidy Act, 53 Vic., ch. 2 (1890), a subsidy not exceeding $57,600 was granted to the above company for 18 miles of their railway from Valleyfield to Huntingdon, on the Montreal and Champlain Junction Railway.

On the 29th of April, 1891, a contract was entered into with the company for this work, the time for completion being fixed as the 1st of July, 1893.

In December, 1891, the road was inspected and reported as complete—the actual distance being 12·58 miles. During the past fiscal year there has been paid to the company the sum of $40,256, being the amount applicable to the actual distance of the road.

By the Subsidy Act, 55-56 Vic., ch. 5, a subsidy not exceeding $25,024 was granted to the company for $5\frac{42}{100}$ miles, from Huntingdon towards the international boundary, and for a further distance of $2\frac{40}{100}$ miles. During the past fiscal year there has been paid to the company the sum of $297.60 as the balance due, making the total payments $65,001.60, covering the whole distance, $20\frac{313}{1000}$ miles, from the junction with the Canada Atlantic Railway, near Valleyfield, to the international boundary, which is now completed.

This road connects the Canada Atlantic Railway at Valleyfield with the Montreal and Champlain Junction Railway at Huntingdon.

St. Lawrence, Lower Laurentian and Saguenay Railway Company.

(*Name changed to* "**The Laurentian Railway Company**" *by Provincial Act 51-52 Vic., ch. 108*)

(See Annual Report for 1891-92.)

St. Louis and Richibucto Railway Company.

(See Annual Report of 1884-85.)

Témiscouata Railway Company—Rivière du Loup to Edmundston.

(See Annual Report for 1892-93.)

Thousand Islands Railway Company.

(See Nos. 182 and 269.)

By the Subsidy Act, 52 Vic., ch. 3 (1889), the grant of a subsidy to the extent of $54,400 to the above company, for 4 miles of their railway from a point near the River St. Lawrence, in the village of Gananoque Junction, on the Grand Trunk Railway, and for thirteen miles of their railway from Gananoque Junction to a point of junction with the Brockville, Westport and Sault Ste. Marie Railway, was authorized.

A contract was made with the company for this work on the 24th of October 1889, the 4-mile section to be built by the 1st of July, 1890, and the 13-mile section by the 1st of August, 1893. In the fiscal year 1889-90, the sum of $10,400 was paid for the section, $3\frac{1}{4}$ miles, from Gananoque to the Grand Trunk Railway, completed.

By the Act, 55-56 Vic., ch. 5 (1892), in lieu of the unpaid balance, $44,000, of the above subsidy, there were granted railway subsidies for the extension of the railway, one, the northern, to connect with the Brockville, Newport and Sault Ste. Marie Railway, the Kingston, Napanee and Western Railway, the Kingston, Smith's Falls and Ottawa Railway, or the waters of the Rideau Canal, for which the limit is $30,000; the other, the southern, and across the mouth of Gananoque River, for which the limit is $14,000.

Under date the 30th of November, 1892, a contract was entered into with the company for this work; the date for completion being fixed as the 1st of August, 1896.

During the past fiscal year the sum of $14,000 was paid, making the total up to the 31st of December, 1894, $24,400.

Tobique Valley Railway Company.

(See Nos. 130, 227, 235 and 244).

By the Act 50-51 Vic., ch. 24 (1887), authority was given for the grant of a subsidy to the extent of $89,600, for 14 miles of the railway of the above company from

Perth Centre station, on the New Brunswick Railway, towards Plaister Rock Island, in lieu of a subsidy previously granted. A contract was made with the company for the work on the 4th of September, 1888. By the Act 54-55 Vic., ch. 8 (1891), this subsidy was, in effect, revoted, having elapsed.

By the Act 53 Vic., ch. 2 (1890), a subsidy limited to $35,200 was authorized for a further distance of 11 miles.

By the Act 55-56 Vic., ch. 5 (1892), a subsidy limited to $9,600 was granted for a further distance of 3 miles from the north end of the 11 miles subsidized in 1890.

Under date the 30th of November, 1892, a contract was entered into with the company for the work covered by these two subsidies.

The first section of 14 miles was completed in December, 1891, and the opening of the whole road, 27·88 miles for traffic was sanctioned in November, 1893.

During the past fiscal year there was paid the sum of $19,341.54, making the total payments to the company up to the 31st of December, 1894, $134,016, the whole amount applicable.

Toronto, Grey and Bruce Railway Company.

(See Annual Report for 1887-88.)

United Counties Railway Company.

(See No. 297 and 344.)

This company was incorporated by the Quebec Act, 46 Vic., ch. 90 (1883), for the construction of a railway from a point on the line of the Montreal, Portland and Boston Railway, at Richelieu, to a point on the River Richelieu and the River St. Lawrence.

By the Subsidy Act, 56 Vic., ch. 2 (1893), a subsidy to the extent of $102,400 for 32 miles between Iberville and St. Hyacinthe, and beyond towards Sorel, was authorized.

On the 19th of August, 1893, a contract was entered into with the company for this work.

By the Subsidy Act, 57-58 Vic., ch. 4 (1894), a subsidy limited to $102,400 was authorized for a further distance of 32 miles, and on the 23rd of October, 1894 a contract was made with the company for the work, covering the whole distance from St. Hyacinthe to Sorel.

During the fiscal year, the sum of $88,973 was paid, and subsequently a further sum of $41,075, making the total payments $130,048.

Vaudreuil and Prescott Railway Company.

(See Montreal and Ottawa Railway Company.)

Waterloo Junction Railway Company.

(See Annual Report for 1891-92.)

Western Counties Railway Company.

(Name changed to **"The Yarmouth and Annapolis Railway Company"** *by 56 Vic., ch. 63.)*

(Name further changed to **"The Dominion Atlantic Railway Company"** *by 57-58 Vic., ch. 69.)*

By the Act 50-51 Vic., ch. 25 (1887), assented to on the 23rd of June, 1887, confirmation was given to an agreement made by the Government with the Western Counties Railway Company on the 31st of January, 1887, contingent on such confirm-

ation, the agreement itself being thereby, in some respects, modified, as expressed in a subsidiary agreement. Under the provisions of the said Act and agreements, covenants have been entered into which may be summarized as follows:—

The company agreed to withdraw a suit pending against the Crown in respect of the Windsor Branch Railway, releasing the Government from all claims, and also releasing to the Government all right and title to the branch. They also undertook to build and complete the railway between Annapolis and Digby, N.S., and to complete, equip and put in first class order the whole of the line from Yarmouth to Annapolis; also to settle all liens on their property, and their indebtedness. In order to the fulfilment of the above, they undertook to deposit with the Government the total proceeds of the sale of their debentures, &c., the issue of which was limited to $4,200,000. The Government, on its side, in consideration of these premises, undertook to pay to the company the sum of $500,000, the amount to be credited to the company, and added to the proceeds of the sale of the debentures, which proceeds the Government agreed to hold for the purpose, the whole to be applied, under certificate of the Government Chief Engineer and Order in Council, to the payment of interest on the debentures, &c., to be issued, to the building and completion of the railway above mentioned, and to the satisfaction of the company's existing obligations; the balance, if any, to be paid to the company. The dates to which the company were bound, as modified by the terms of the Act, were as follows:—

Work to be commenced by the 13th of July, 1887, and the railway between Annapolis and Digby to be completed by the 12th of September, 1888, the company to complete to the satisfaction of the Government, by the 12th of September, 1887, all arrangements for the settlement of its indebtedness. Provision was made, also, for the completion of the line between Annapolis and Digby by the Government, at its option, from the funds in its hands, in the event of failure on the part of the company to make commencement of work, to progress with the same, or to satisfy the Government as to the arrangement of the settlement of its indebtedness by the dates so fixed.

The company did not make deposit of moneys; nor did they take any practical steps to carry out the work contemplated. Under the circumstances, and in view of representations urging that the Government should itself undertake the work, a survey was made of the country between Digby and Annapolis, under instructions given in October, 1888.

By the special Act, 52 Vic., ch. 8 (1889), authority was given for the construction of this link of railway out of the appropriation of $500,000 granted by the Act 50-51 Vic., ch. 25. The work was, accordingly, taken in hand by the department, and completed. The company was placed in possession for operating purposes on the 27th of July, 1891.

On the 17th of January, 1894, the company executed a deed of release to the Government in respect of all claims, and on the 1st of February, letters patent were issued, vesting the said section of railway in the company.

The total Government expenditure up to the 31st December, 1894, is $618,655.25.

By the special Act, 57-58 Vic., ch. 69 (1894), authority was given for the purchase of the Yarmouth and Annapolis Railway by the Windsor and Annapolis Railway Company, in accordance with an agreement between the two companies, dated the 12th of October, 1893, and for the change of the names of the companies to "The Dominion Atlantic Railway Company."

West Ontario Pacific Railway Company.

(Leased to the Ontario and Quebec Railway Company—C.P.R.)

(See Annual Report of 1890-91.)

Woodstock and Centreville Railway Company.

(See Nos. 131, 203, 266, 281 and 335.)

By the Act 50-51 Vic., ch. 24 (1887), the grant of a subsidy to the extent of $64,000 was authorized for a railway from Woodstock towards Centreville, 20 miles.

The above railway company having applied and being approved, contract was made with them on the 6th of May, 1889, for the distance named; the line to start from Upper Woodstock station, on the New Brunswick Railway; the work to be completed by the 1st October, 1890, the date being subsequently extended to the 1st of October, 1893.

By the Act 53 Vic., ch. 2 (1890), a subsidy limited to $19,200 was authorized for a further distance of 6 miles to the international boundary.

By the Act 55-56 Vic., ch. 5 (1892), the subsidy granted in 1887 was in effect revoted.

By the same Act, the subsidy granted in 1890, for the further distance to the boundary was in effect revoted.

A contract, dated the 16th of September, 1892, was made with the company, to construct the 26 miles so subsidized, the date for completion being fixed as the 1st January, 1894.

By the Subsidy Act, 57-58 Vic., ch. 4 (1894), the two subsidies granted in 1887 and 1890 were revoted, namely for 26 miles of railway from Woodstock to the international boundary, $83,200.

By an Order in Council of the 24th of July, 1894, the contract time has been extended to the 1st of August, 1896.

No portion of the subsidy has been paid up to the 31st of December, 1894.

Yarmouth and Annapolis Railway Company.

(See Western Counties Railway Company.)

LAND SUBSIDIES.

The following companies have been aided by subsidies in land, duly authorized by Parliament and granted by the Department of the Interior :—

They are enumerated here because the engineering details have been dealt with by this department, the certificate of whose officer is required prior to handing over to the company concerned any part of the subsidy. (The numbers given refer to the special "land subsidies" list. Appendix 9, p. 187.

Alberta and Athabasca Railway Company.

(Name changed by 52 Vic., ch. 65, to the **"North-western Railway Company of Canada,"** *which see.)*

Alberta Railway and Coal Company.

(See Annual Report for 1892-93.)

(See also "North-western Coal and Navigation Company," in Annual Report of 1891-92.)

Brandon and South-western Railway Company.

(See No. 19, Land subsidies.)

By an Order in Council, dated the 23rd of November, 1889, but subject to the approval of Parliament, and contingent on their obtaining an Act of incorporation from the Dominion, this company has been granted a subsidy of 6,400 acres per mile in aid of a railway from a point in Township 1, in either Range 23 or 24, west of the 1st Principal Meridian, to Deloraine, Manitoba, about 17 miles. This subsidy was confirmed by the Act 53 Vic., ch. 4. The company was incorporated under a provincial Act, but received a Dominion charter by the Act 53 Vic., ch. 86 (1890). Under the said Order in Council, the subsidized section was to be completed and running by the 1st of May, 1891. Location plans and profiles have been approved by an Order in Council, dated the 19th of February, 1892, showing the proposed line from a point of junction with the Souris Branch of the Canadian Pacific Railway to the Turtle Mountain coal fields. A revised location was approved by an Order in Council of the 3rd of October, 1894.

By the special Act, 57-58 Vic., ch. 65, the company's charter was revived.

By the Land Subsidies Act, 57-58 Vic., ch. 6 (1894), the subsidy authorized in 1890 was revoted.

Calgary and Edmonton Railway Company.

(See Annual Report for 1892-93.)

Canadian Pacific Railway Company.

(See Annual Report for 1892-93.)

Great North-west Central Railway Company.

(See No. 7, Land subsidies.)

The construction of a line of railway to extend from Brandon, on the Canadian Pacific Railway, to Battleford, in the provisional district of Saskatchewan, a distance of about 450 miles, was contemplated by the North-west Central Railway Company (formerly the Souris and Rocky Mountain Railway Company); and under an Order in Council of the 29th of July, 1885, the privilege of purchasing land at the rate of $1.06 per acre, to the extent of 6,400 acres per mile, previously accorded, was converted into a free grant of such land (subject to a charge of 10 cents per acre for survey), the grant being contingent on the due completion of the work in stated sections.

This concession did not result in the construction of any section of the road; and difficulties arising, and other applications being put forward for the work, the Act 49 Vic., ch. 11 (1886), granting aid to the extent of 6,400 acres per mile for the same, was made applicable either to the company named or to such other company as might undertake the construction of the road. The Great North-west Central Railway Company was incorporated by an Order in Council of the 22nd of July, 1889, in conformity with the provisions of the Act; a second Order, of the 3rd of August amending such charter, and the whole being confirmed and ratified by the Act 51 Vic., ch. 85 (1888). A section of such charter giving running powers to the Canadian Pacific Railway was repealed by 52 Vic., ch. 67 (1889).

By an Order in Council, also of the 22nd July, 1886, the subsidy referred to was granted to this company, the contract itself being signed on the 12th of September, 1887. Under successive Orders in Council the time for completion has been extended.

On the 3rd of September, 1890, an Order in Council was passed accepting as completed the first 50-mile section.

By an Order in Council, dated the 7th of December, 1891, extension of time was accorded—subject to the condition that the first 50 miles should be effectively operated and maintained on and after the 15th of that month, as follows:—100 miles from the end of the first 50 miles by the 30th November, 1892, and 300 miles further (or whatever distance may be required to complete the road to Battleford) by the 30th of November, 1893.

The company reported the first 50 miles as having been opened for traffic on the 16th of December, 1891.

On the 20th of June, 1892, an Order in Council was passed approving of the proposed location for the second 50-mile section.

Lac Seul Railway Company.

(See Annual Report of 1891-92.)

Manitoba and North-western Railway Company.

(See Land subsidies Nos. 4 and 6, also Money subsidies No. 358.)

This company was incorporated by the Provincial Act, 43 Vic., ch. 35 (1880), under the name of the Westburne and North-western Railway Company, and received a Dominion Charter by the Act 45 Vic., ch. 80 (1882). In 1883 its name was changed to the Manitoba and North-western Railway Company. Various Acts followed in subsequent years defining and extending the company's powers.

In 1893, however, these were all repealed, being consolidated in an Act 56 Vic., ch. 52. This Act gave specific powers for the construction of (*a*) an extension of the main line from the terminus at Yorkton, to, or near to, Prince Albert (*b*) an extension of the Shell River Branch to the Northern or western boundary of the province, and other branches from the main line. The company was required to construct not less than 20 miles a year, but by a subsequent Act, chap. 79, of 1894, nine years have been allowed for the completion of the extensions authorized, such portion, not exceeding 20 miles a year, to be built each year as may be prescribed by the Governor in Council.

By the Act 48-49 Vic., ch. 60, authority was given for the grant of aid for a line from Portage la Prairie to the crossing of the south branch of the River Saskatchewan, 20 miles from Prince Albert, about 430 miles, 6,400 acres per mile.

A grant was made to the company by Order in Council of the 4th October, 1884, cancelling previous orders. The time for completion was fixed by Order in Council of the 6th of May, 1885, as at a rate of 50 miles a year.

By the 1st of December, 1885, the company had built and equipped 131 miles of road.

By the Act 49 Vic., ch. 11 (1886), authority was given for the grant of aid for a branch of this railway from a point on the main line at or near Todburn to the River Assiniboine, near Shellmouth, about 26 miles, 6,400 acres per mile.

This grant was made to the company by Order in Council of the 24th of May, 1886. Under Orders in Council of the 10th and 21st of September, 1886, the line was permitted to start from Binscarth, the order first named approving the location to Russell, up to which point the road has been built. This branch, 11½ miles long, is in operation.

By the Subsidy Act of 1894, 57-58 Vic., ch. 4, the grant of a subsidy to this company, limited to $320,000, was authorized for the construction of 100 miles of an extension of the main line towards Prince Albert, the company relinquishing 3,200 acres per mile of their land grant.

The main line is in operation from Portage la Prairie to Yorkton, 223 miles.

Manitoba and South-eastern Railway Company.

(See No. 24, Land subsidies.)

This company was subsidized in lands to the extent of 6,400 acres a mile by the Act 53 Vic., ch. 4 (1890), for a line from Winnipeg, southerly or south-easterly to a point on the west side of the Lake of the Woods, about 110 miles. A formal contract has been made with the company, under date the 3rd June, 1892. Under this contract, the first 30 miles were to be completed by the 1st of September, 1892, 60 miles further by the 1st of September, 1893, and the whole road by the 1st of September, 1894. Plans of location of the first 30 miles starting from Winnipeg have been approved by an Order in Council, passed on the 18th of March, 1892.

Manitoba South-western Colonization Railway Company.

(Leased to the Canadian Pacific Railway Company.)

(See Annual Report of 1890-91.)

Medicine Hat Railway and Coal Company

(See No. 12, Land subsidies.)

By the Act 50-51 Vic., ch. 23 (1887), authority was given for the grant to the above company of Dominion lands to the extent of 6,400 acres per mile, for a railway from a point at or near Medicine Hat, on the line of the Canadian Pacific Railway, to the coal fields in or near Townships Nos. 12 and 13, Range 6, west of the 4th Principal Meridian, a distance of about 8 miles,

By an Order in Council of the 6th July, 1887, the grant was made to the company accordingly, it being provided that the road should be completed and in operation by the 31st of December, 1888.

By an Order in Council of the 24th of January, 1889, approval was given to a draft of a formal contract with the company, and an extension of time to the 2nd of June, 1890, was granted for completion of the road. A contract was signed on the 14th of February, 1890, for this work.

By the special Act 53-55 Vic., ch. 79 (1891), the charter of the company was revived and its powers were extended, and by the special Act 57-58 Vic., ch. 80, the time limit for completion was further extended to the 1st of January, 1898.

North-western Coal and Navigation Company.

(Purchased by the Alberta Railway and Coal Company.)

(See Annual Report of 1891-92.)

North-western Railway Company of Canada.

(Formerly the Alberta and Athabasca Railway Company.)

(See Annual Report for 1891-92.)

Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company.

(Leased to the Canadian Pacific Railway Company.)

(See Annual Report for 1891.)

Red Deer Valley Railway and Coal Company.

(See Nos. 14 and 26, Land subsidies.)

This company was incorporatod by the Act 52 Vic., ch. 52, for the construction of a railway from a point near Calgary, N.W.T., to a point on the Red Deer River, in Township 32, Range 21, west of the 4th Principal Meridian, the route being defined; also from a point at or near Cheadle station, on the Canadian Pacific Railway, northerly to a point of junction with the line from Calgary, in or near Township 26, Range 25 west of the 4th Principal Meridian, with other branches indicated.

On the 28th of November, 1888, an Order in Council authorized the grant, subject to approval by Parliament, of a subsidy in land to the extent of 6,400 acres per mile for the line from Cheadle station to a point in or near Township 29, Range 23, west of the 4th Meridian, a distance of about 55 miles. This was confirmed by the Land Subsidy Act, 52 Vic., ch. 4 (1889).

By the Act 54-55 Vic., ch. 9, the above subsidy was cancelled, and in lieu thereof there was granted a subsidy, not exceeding 6,400 acres per mile, for the company's railway from Calgary to a point in or near Township 29, Range 23, west of the 4th Meridian, a distance of about 55 miles.

On the 17th of June, 1893, a contract was entered into with the company for the work so subsidized, the work to be completed by the 1st of November, 1894.

By an Order in Council of the 28th February, 1894, the time for completion was extended to the 1st of November, 1895.

Winnipeg and Hudson Bay Railway and Steamship Company.

(Name changed to **Winnipeg Great Northern Railway Company** by the Act 57-58 Vic. ch. 94 (1894).

(See No. 1, Land subsidies, and Special Act, 54-55 Vic., ch. 81.)

By 47 Vic., ch. 25, clause 7 (1884), authority was given for the grant of aid for a line from some point on the Canadian Pacific Railway to Hudson's Bay, viz., for each mile in Manitoba, 6,400 acres, and in the North-west Territories, 12,800 acres.

In the year 1880, by Act 43 Vic., ch. 59, there was incorporated the "Winnipeg and Hudson's Bay Railway and Steamship Company," with powers for the construction of a line from Winnipeg to or near Port Nelson, Hudson's Bay.

In 1884 this Act was amended (by chapter 70), and the company were authorized to commence their line either from Winnipeg or from some point between Selkirk and Portage la Prairie, extending to Port Nelson and Churchill, or some other point on Hudson's Bay; also to construct a branch from any point on their main line to the Canadian Pacific Railway, west of Lake Winnipegosis, construction to be carried on at the rate of at least 50 miles a year.

By the same Act, a previous Act authorizing the amalgamation of this company with the Nelson Valley Railway and Transportation Company was repealed, and authorization was given for the winding up of the company last named, and the transfer to the Winnipeg and Hudson's Bay Company of all its property and interests.

By an Act passed in 1886 (49 Vic., ch. 73), the date for completion was fixed as the 2nd of June, 1890.

By an Order in Council of the 11th of May, 1885, all previous Orders in this connection were cancelled, and there was granted to the Winnipeg and Hudson's Bay Railway and Steamship Company a subsidy in land, as follows:—

	Acres.
Division A.—From the Canadian Pacific Railway to the Northern boundary of Manitoba—estimated distance, 225 miles.....	1,440,000
Division B.—From the boundary to the terminus near the mouth of the Nelson River, Hudson's Bay—estimated distance, 425 miles.	5,440,000
Division C.—The Branch, from a point on the main line, near the northern extremity of Lake Winnipeg, to intersection with the Manitoba and North-western Railway—estimated distance not to exceed 250 miles (grant to be subject to approval by Parliament).....	1,600,000

The time for completion was fixed by this Order as 50 miles on division A or B by the 19th of April, 1887, and 50 miles a year thereafter until completion of main line; but if the main line was not completed by the 11th of May, 1890, they were to forfeit their right to a grant for their branch line, which must itself be completed by the 11th May, 1893.

In April, 1888, the Chief Engineer of Government Railways reported, showing that 40 miles of road were completed, with the exception of certain station buildings, &c.

By an Order in Council dated the 16th of September, 1891, the dates for the completion of the company's road have been extended as follows:—

From the end of the 40 miles already built to a point on the south shore of the River Saskatchewan, near the western end of Cedar Lake, or between Cedar Lake and Grand Rapids, a distance of about 250 miles, by the 21st of June, 1894 (the limit allowed by their charter as amended by 53 Vic., ch. 80). This Order in Council approved of the draft of a definite agreement to be made with the company for the work, and the agreement was duly signed on the 18th of September, 1891.

By the special Act 54-55 Vic., ch. 81, the entry into a contract with this company was authorized for the conveyance of men, supplies, materials and mails over the portion of this line between Winnipeg and the River Saskatchewan for an annual payment of $80,000 a year, for 20 years. Under authority of an Order in Council, an agreement was made with the company accordingly on the 18th of September, 1891.

Under date the 8th of November, 1893, an Order in Council was passed extending the time for the completion of the main line to the River Saskatchewan to the 21st of December, 1896.

By the special Act, 57-58 Vic., ch. 94 (1894), the name of the company was changed, as above, and an extension of time to the 31st of December, 1896, was granted for the completion of the main line to the River Saskatchewan.

In November, 1894, an application was made by the company for a modification in the terms and nature of the assistance to be given by the Dominion, but no action had been taken in the matter up to the 31st of December.

Wood Mountain and Qu'Appelle Railway Company.

(See No. 8, Land subsidies.)

By the Act 49 Vic., ch. 11 (1886), the grant of aid was authorized for a railway from a point in Township 4, Range 30, west of the 2nd Meridian, passing through Fort Qu'Appelle, to the Manitoba and North-western Railway, about 240 miles, 6,400 acres per mile.

A grant was made to the company by Order in Council of the 24th May, 1886, for the portion between Fort Qu'Appelle and the Canadian Pacific Railway, to be completed by the 1st November, 1887, and 50 miles a year thereafter.

This Order was amended by an Order of the 7th of July, 1887, the company being allowed one year from the 1st of January, 1887, for the completion of the first 50-mile section (after completion by the 1st of November, 1887, of the portion between the Canadian Pacific Railway and Fort Qu'Appelle,) the rate of construction to be 50 miles each year, subsequently, until completion of the road.

By a further amending Order in Council of the 22nd of November, 1887, the company were granted an extension of time for the completion of the portion between Fort Qu'Appelle and the Canadian Pacific Railway, namely, up to the 31st of July, 1888; 100 miles of the road to be completed and in operation by the 31st of December, 1888, as required by the preceding Order.

By the special Act, 52 Vic., ch. 66 (1889), the section of a previous Act giving this company power to construct a railway on the route above indicated was repealed, and they were empowered to construct a line from a point on the international boundary line, at or near Range 16, west of the 2nd Principal Meridian, in a northerly direction by Qu'Appelle station to Fort Qu'Appelle, thence in a north-easterly direction to a point at or near the north-west corner of Lake Winnipegosis; the portion between the point of intersection with the Canadian Pacific Railway and Fort Qu'Appelle to be completed by the 1st August, 1890, and the whole road by the 16th of April, 1896.

By the Land Subsidy Act of 1889, 52, Vic., ch. 4, the subsidy provided by the Act 49 Vic., ch. 11, was made available for this new line.

By the Act 53 Vic., ch. 83 (1890), the statutory time for the construction of the portion of this railway between the Canadian Pacific Railway at Fort Qu'Appelle was extended to the 1st of August, 1892—the balance of the road to be completed at the rate of 50 miles a year thereafter.

This Act was repealed by the Act 55-56 Vic., ch. 63 (1892), and the time for the completion of the railway between the point of intersection with the Canadian Pacific Railway and Fort Qu'Appelle was extended to the 30th of October, 1894, the railway to be completed at the rate of 20 miles each year thereafter.

Powers were given to convey or lease the road to the Canadian Pacific Railway Company, the Manitoba and North-western Railway Company, the Great North-west Central Railway Company, or the Winnipeg and the Hudson Bay Railway Company.

By the special Act of 1894, 57-58 Vic., ch. 96, the time for completion of the section of railway between the Canadian Pacific Railway and Fort Qu'Appelle was extended to the 30th of October, 1896. The remainder of the road to be completed at the rate of 20 miles a year thereafter.

THE RAILWAY COMMITTEE OF THE PRIVY COUNCIL.

The Minister of Railways and Canals, being Chairman of the Railway Committee of the Privy Council, on which certain extensive duties are imposed by the Railway Act, 1888, and its amendments, it seems proper that a brief record should here be made of the matters submitted to the Committee during the calendar year from January to December, 1894, and the decisions they arrived at. They are as follows :—

Branch line to connect the town of Amherstburg with the Canada Southern Railway.—Sanctioned.

Lake Temiscamingue Colonization Railway Bridge across the Ottawa River at Mattawa.—Approved.

Bridge crossings by the Ottawa, Arnprior and Parry Sound Railway of the St. Lawrence and Ottawa (Canadian Pacific) Railway in the city of Ottawa and of the Canadian Pacific Railway on lot 5, concession 2, township of Nepean.—Extension of time for completion granted.

Complaint as to the inadequacy of the protection furnished at crossings by the Toronto (Electric Street) Railway of the Grand Trunk and Canadian Pacific Railways in the city of Toronto, owing to the introduction of electricity in the working of the street cars.—Certain additional measures of protection ordered to be provided by the Toronto Railway Company.

Extension of Lansdowne Avenue across tracks of the Grand Trunk and Canadian Pacific Railway Companies in the city of Toronto.—Under consideration.

Application of the St. Clair Tunnel Company to be allowed to close up part of Thistle Street, in he Town of Sarnia, substituting other thoroughfares therefor.—Not granted.

Montreal Street Railway crossings of the Grand Trunk Railway in the city of Montreal and town of St. Henri.—Approved on certain conditions.

Manitoba Central Farmer's Institute. Complaint that Railroad Companies of Manitoba discriminate in their freight and passenger rates against certain points on their line.

Parties did not appear.—Case dismissed.

Dispute between the Canada Southern Railway Company and the township of Tilbury west, respecting the direction to be taken by a drain passing under the railway, and the apportionment of cost.—Order made as to the location of drain, and maintenance and cost thereof.

Complaint of Mayor of Magog of the closing up, and obstruction of streets in that village, by the Canadian Pacific Railway Company.

Parties did not appear.—Case dismissed.

Application of the township of Anderdon, and other parties, for amendment of order of the Committee approving of Amherstburg Branch of the Canada Southern Railway Company.—Not granted.

Complaint of Mr. T. D. Millar, cheese exporter, Ingersoll, of discrimination on the part of the Grand Trunk and Canadian Pacific Railway Companies in their rates for the transport of cheese.

Complainant did not appear.—Case dismissed.

Interlocking signal appliances at crossing by the United Counties Railway of the Canadian Pacific Railway at Iberville.—Approved and trains allowed to pass without stopping.

Interlocking signal appliances at crossing by the Canada Southern Railway of the London and Port Stanley Railway and St Thomas.—Approved and trains allowed to pass without stopping.

Brockville and New York Bridge Company's bridge across the St. Lawrence River at Brockville.—Approved on conditions stated.

Dispute between the Canada Southern Railway Company and the city of Windsor with reference to the accommodation to be afforded by a bridge, carrying Sandwich Street over that railway, proposed to be built in substitution for the present bridge. After a hearing before the Committee the parties came to an agreement.—Company required to submit plans for approval when approved by the city.

Extension of Cedar Avenue, Pointe Claire, across the Grand Trunk and Canadian Pacific Railway tracks.—Under consideration.

Extension of Ste. Elizabeth Street in the town of St. Henri across the tracks of the Grand Trunk Railway Company.—Not approved.

Extension of St. George and Princess Streets in the town of Chatham, Ontario, across the tracks of the Grand Trunk Railway.—Approved.

Opening up of St. George Street.—Approved.

Opening up of Princess Street.—Not approved.

Extension of Hagan Street in the village of Dundalk across the Canadian Pacific Railway.—Not approved.

Change of location of the line of the Grand Trunk Railway Company in the 13th and 14th Concessions of the township of Laurier, district of Parry Sound.—Approved.

Application of the county and township of York, Ontario, for a case to be stated for the opinion of the Supreme Court as to the power of the Committee to order these municipalities to pay a portion of the cost of certain protection required at the Dufferin and Bathurst Street crossings of the Canadian Pacific Railway, Toronto.—Under consideration.

Application of the parish of St. Athanase (Iberville) for rescindment of order authorizing a certain crossing by the United Counties Railway of the Canadian Pacific Railway at Iberville. Applicants did not appear.—Case dismissed.

Application of the Canadian Pacific Railway Company and the city of Toronto for approval of plan and specification of an overhead highway bridge to be constructed along York Street, Toronto, under an agreement, confirmed by 56 Vic., ch. 48.—Pending.

Crossing by the Hamilton, Grimsby and Beamsville Electric Railway of the Grand Trunk on Main Street East, Hamilton.—Approved, on certain conditions.

Regina County Association, Patrons of Industry, N.W.T., complaint of discrimination on the part of the Canadian Pacific Railway Company in their rates for the transport of produce. Case, as stated before the committee, one with which the committee had no power to deal.—Dismissed.

South Shore Railway Bridge across the Richelieu River at Sorel.—Site and plan approved—two openings of not less than 70 feet each, for river traffic, being provided.

Oshawa Railway Company's application for leave to carry their line along certain streets in the town of Oshawa.—Granted.

Pontiac Pacific Junction Railway Company. Application for approval of proposed bridge across the Ottawa River at Nepean Point. Parties did not appear.—Case dismissed.

Change of location of a portion of the Canada Eastern Railway between its junction with the Intercolonial Railway and the present terminus at Chatham.—Approved.

Application from the town of Waterloo for protection to be furnished at certain street crossings of the Grand Trunk Railway in that town.—A watchman ordered to be placed at one of these crossings.

Application from the town of Waterloo for the opening up of certain streets across the Grand Trunk Railway in said town.—Not granted.

Complaint from Mr. Isidore D'Aigle as to state of fences and cattle guards of the Temiscouata Railway fronting on his land.

Complainant did not appear.—Case dismissed.

Complaint of Mr. Edward O'Brien as to danger arising from the non-insulation of wires of the Montmorency Electric Power Company, on the Quebec, Montmorency and Charlevoix Railway.

Complainant did not appear.—Case dismissed.

Dominion Coal Company's Bridgeport and Louisburg Railway Bridge across the Mira Gut, Cape Breton.

Site and plan approved, spans of 40 feet clear being provided.

Application of township of Anderdon, and others, for an overhead highway bridge (in lieu of a level crossing) to be ordered at crossing by Amherstburg Branch of Canada Southern Railway at Amherstburg.—Not granted.

Application from the United Counties Railway Company for leave to use interlocking signal plant at crossing by their railway of the Grand Trunk Railway at St. Hya cinthe without derails.

The postponement of putting in derails, to the 1st December, 1894, authorized.

Oshawa Railway. Occupation of highway in the township of East Whitby.—Authorized.

Application from the Canada Southern Railway Company to be allowed to take up tracks of the Chataugua Branch of their railway at the town of Niagara, the financial disasters to the Niagara Assembly making the branch no longer a necessity.—Granted on certain conditions.

Opening of St. Elizabeth Street across the tracks of the Grand Trunk Railway Company in the town of St. Henri.

Previous order, adverse to the opening of this street, to stand.

Crossing by the United Counties Railway of the Central Vermont Railway, near Iberville.—Pending.

Application of certain companies interested in the navigation of the Richelieu River for variation of order approving of the South Shore Railway Bridge across that River at Sorel, whereby larger openings for river traffic than those required in the order shall be provided. Openings of not less than 100 feet each to be made.—Order varied accordingly.

Petition of certain ratepayers of the town of St. Johns, P.Q., against the granting of an application from the Atlantic and North-west Railway Company for approval of the construction of a siding from their main line to the Chambly Canal.—Pending.

Construction of branch line of the Canada Eastern Railway from Chatham to Black Brook.—Approved.

Petition of the Trades and Labour Council, Toronto, for regulations to be made requiring proper shelter for motormen and others on Electric and other Railway Cars, under the Act 57-58 Vic., ch. 53. Parties did not appear.—Case dismissed.

Application of the Brockville and New York Bridge Company for approval of amended site and plan of their proposed bridge across the River St. Lawrence at Brockville, and rescindment of order approving of plans already submitted.—Granted.

Mr. Emile Dubé's complaint against the Temiscouata Railway Company, of discrimination in their rates for the transport of ties. Charge not sustained.—Dismissed

RAILWAY LEGISLATION OF THE SESSION OF PARLIAMENT

57-58 VICTORIA (1894).

CHAP.

4 An Act to authorize the granting of subsidies in aid of the construction of the lines of railway therein mentioned.

5 An Act respecting certain subsidies granted to the Government of the province of Quebec by chapter eight of the statutes of 1884.

6 An Act to authorize the granting of subsidies in land to certain railway companies.

7 An Act respecting the land subsidy of the Canadian Pacific Railway Company.

34 An Act to amend the Act to provide for the allowance of drawback on certain articles manufactured in Canada, for use in the construction of the Canadian Pacific Railway.

61 An Act to incorporate the Alberta Southern Railway Company.

62 An Act respecting the Atlantic and North-western Railway Company.

63 An Act respecting the Atlantic and Lake Superior Railway Company.

64 An Act to incorporate the Boynton Bicycle Electric Railway Company.

65 An Act to revive and amend the Act to incorporate the Brandon and South-western Railway Company.

66 An Act respecting the Canada Southern Railway.

67 An Act to incorporate the Cariboo Railway Company.

68 An Act respecting the Cobourg, Northumberland and Pacific Railway Company.

CHAP.

69 An Act to authorize the purchase of the Yarmouth and Annapolis Railway by the Windsor and Annapolis Railway Company, Limited, and to change the name of the latter company to the Dominion Atlantic Railway Company.

70 An Act to incorporate the Duluth, Nepigon and James' Bay Railway Company.

71 An Act to incorporate the Edmonton Street Railway Company.

72 An Act to incorporate the Elgin and Havelock Railway Company.

73 An Act respecting the Erie and Huron Railway Company.

74 An Act to incorporate the Gleichen, Beaver Lake and Victoria Railway Company.

75 An Act respecting the Guelph Junction Railway Company.

76 An Act respecting the Lake Erie and Detroit River Railway Company and the London and Port Stanley Railway Company.

77 An Act to incorporate the Lake Megantic Railway Company.

78 An Act to again revive and further amend the Act to incorporate the Lindsay, Bobcaygeon and Pontypool Railway Company.

79 An Act respecting the Manitoba and North-western Railway Company of Canada.

80 An Act respecting the Medicine Hat Railway and Coal Company.

81 An Act to incorporate the Metis, Matane and Gaspé Railway Company.

82 An Act to amend the Acts relating to the Moncton and Prince Edward Island Railway and Ferry Company.

83 An Act respecting the Montreal Island Belt Line Railway Company.

84 An Act respecting the Montreal Park and Island Railway Company.

85 An Act respecting the Montreal and Ottawa Railway Company.

86 An Act to confirm an agreement between the Ottawa City Passenger Railway Company and the Ottawa Electric Street Railway Company, and an agreement between the said companies and the corporation of the city of Ottawa, and to unite the said companies under the name of "The Ottawa Electric Railway Company."

87 An Act to consolidate and amend certain Acts relating to the Ottawa and Gatineau Valley Railway Company, and to change the name of the Company to the Ottawa and Gatineau Railway Company.

88 An Act to incorporate the Pontiac and Ottawa Railway Company.

89 An Act to again revive and further amend the Act to incorporate the Brockville and New York Bridge Company.

90 An Act to again revive and further amend the Act to incorporate the Red Deer Valley Railway and Coal Company.

91 An Act to revive and amend the Act to incorporate the Rocky Mountain Railway and Coal Company.

92 An Act respecting the St. Catharines and Niagara Central Railway Company.

93 An Act respecting the St. Lawrence and Adirondack Railway Company.

94 An Act respecting the Winnipeg and Hudson Bay Railway Company, and to change the name thereof to the Winnipeg Great Northern Railway Company.

95 An Act to incorporate the Wolseley and Fort Qu'Appelle Railway Company.

96 An Act respecting the Wood Mountain and Qu'Appelle Railway Company.

97 An Act to amend the Acts respecting the Clifton Suspension Bridge Company.

98 An Act to empower the Niagara Falls Suspension Bridge Company to issue debentures, and for other purposes.

99 An Act respecting the Niagara Grand Island Bridge Company.

CHAP.

100 An Act respecting the River St. Clair Railway Bridge and Tunnel Company.
101 An Act respecting the Canada and Michigan Tunnel Company.
102 An Act to incorporate the Welland Power and Supply Canal Company, Limited.
103 An Act to incorporate the Montreal, Ottawa and Georgian Bay Canal Company.
104 An Act to incorporate the St. Clair and Erie Ship Canal Company.
113 An Act to incorporate the New York, New England and Canada Company.

CANALS.

The canal systems of the Dominion, under Government control, in connection with lakes and navigable rivers, are as follows :—

1. The River St. Lawrence and lakes.
2. The Richelieu navigation, from the St. Lawrence to Lake Champlain.
3. The River Ottawa.
4. The Rideau navigation, from Ottawa to Kingston.
5. The Trent navigation.
6. St. Peter's Canal, Cape Breton.

TOTAL EXPENDITURE ON CANAL WORKS AND MAINTENANCE.

The following list shows the total amount charged to capital account, expended by the Government for construction and enlargement of each of the canals of the Dominion ; embracing the period prior to Confederation and extending down to the 30th June, 1894 :—

Lachine Canal	$9,751,029 65
Beauharnois Canal	1,611,690 26
Soulanges Canal (under construction)	987,952 95
Williamsburg Canals (being enlarged)	3,438,941 36
Cornwall Canal (being enlarged)	5,054,564 57
St. Lawrence River and Canals, surveys, &c	956,900 02
Murray Canal	1,247,470 26
Welland Canal	23,763,866 39
Sault Ste. Marie Canal (under construction)	2,791,873 74
Ste. Anne Canal	1,170,215 63
Carillon and Grenville Canals	4,025,938 55
Culbute Canal	379,494 46
Rideau Canal (including the Perth branch)	4,560,285 60
Trent Canal	1,091,896 19
St. Ours Lock	121,537 65
Chambly Canal	637,206 76
St. Peter's Canal	646,431 99
Total	$62,237,296 03

In addition to the above there has been expended from "Income" as follows :—

Renewals	2,050,414 46
Repairs	4,730,432 10
Staff and maintenance	5,903,107 86
Making the total expenditure	$74,921,250 45

The total revenue received for the same period amounts to $10,238,367.53.

Details as to the above will be found in Appendix No. 2, p. 2.

TOTAL EXPENDITURE AND RECEIPTS FOR THE YEAR.

The total expenditure on the several canals for the fiscal year ended on the 30th of June, 1894, was as follows:—

Construction, charged to capital	$ 3,027,085 69
Renewals, (charged to income)	129,141 49
Repairs	188,398 17
Staff and maintenance	346,022 02
	$ 3,690,647 37

The total revenue for the fiscal year was $387,421.37, less refunds $1,882.20, leaving the revenue $385,539.17; compared with a total revenue for 1892-93 of $398,234.10, less refunds $41,144.23, leaving the actual revenue $357,089.87. The increase amounted to $28,449.30. The system of granting refunds on through shipments of grain and other food products was discontinued at the beginning of 1893, the through rate being fixed at ten cents a ton by an Order in Council of the 13th of February, 1893.

The total expenditure on staff and maintenance, repairs and renewals, amounted for the year to $663,539.68; the total receipts, including $329,664.27 from tolls, amounted to $385,539.17; the amount of expenditure in excess of receipts being $258,000.51.*

The following statement shows the amount collected on each canal for Canal Revenue proper, and hydraulic rents, &c., during the Fiscal Year ended 30th June, 1894. Details will be found in Appendix No. 2, p. 14.

Name of Canal.	Tolls.	Wharfage and Storage.	Fines.	Other Receipts.	Hydraulic Rents, &c.	Total.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Welland	190,441 20		62 50	93 25	8,411 80	199,007 75
St. Lawrence	71,188 27	2,456 44	100 00	15,910 10	28,934 11	118,588 92
Chambly	22,279 43		10 00	42 83	120 00	22,451 26
Ottawa	35,341 65		4 00	8 00	36 00	35,389 65
Rideau	6,128 02	151 38		271 54	993 65	7,544 59
Trent	1,033 41			98 50	54 00	1,185 91
St. Peter's	2,603 88					2,603 88
Murray	648 41					648 41
Total	329,664 27	2,607 82	175 50	16,424 22	38,549 56	387,421 37
					Less—Refunds of tolls	1,882 20
						385,539 17

* The report of the Inspector (Appendix No. 7 p. 180,) shows a somewhat larger total. The difference is due to the fact that he includes in his returns amounts paid by vessel owners for damages caused to the canal works, the moneys having passed through the hands of the collectors; while the department, in dealing with them, credits the appropriation which has been charged with the cost of repairing such damages, with the amount received, or else places the sum to "Casual Revenue".

Details relating to the Canals Revenue and various commercial statistics for the *season of navigation* of the year 1893, will be found in the appendix, "Canals' Revenue and Statistics," No. 14, p. 250.

The following features of the principal canal traffic during the season of navigation of 1893, will be found of interest:—

On the Welland Canal, 1,294,823 tons of freight were moved, of which 806,672 tons were agricultural products, and 184,692 tons produce of the forest, 1,013,240 tons passing eastwards and 281,583 tons westwards. 995,501 tons passed east through the whole length of the canal. Of this quantity Canadian vessels carried 247,161 tons, and United States vessels 748,340 tons. The total freight passed eastwards and westwards through this canal from United States ports to United States ports was 631,667 tons, an increase of 90,602 tons compared with the year 1892, and an increase of 437,494 tons compared with 1881, in fact, far larger than in any year since 1874. The quantity of grain passed down this canal and the St. Lawrence Canals to Montreal was 501,806 tons, of which 71,445 tons were transhipped at Ogdensburg, as against 261,954 tons carried down in 1892, of which 4,341 tons were transhipped at Ogdensburg.

On the St. Lawrence canals a total of 1,158,386 tons of freight were moved, of which 703,892 tons were east bound through freight and 38,296 tons west bound through freight. 634,501 tons were agricultural products and 344,015 tons were merchandise.

No cargoes were taken down to Montreal direct, transhipments being made at either Kingston or Ogdensburgh.

On the River Ottawa canals the total quantity of freight moved was 581,521 tons, of which 563,193 tons were produce of the forest.

On the Chambly canal 312,870 tons were moved, of which 189,014 tons were produce of the forest.

On the Rideau canal 101,409 tons were carried, of which 77,725 tons were produce of the forest.

On St. Peters's canal 47,606 tons were carried, of which 4,831 tons were produce of the forest.

On the Murray canal 16,340 tons were passed, of which 5,896 tons were produce of the forest.

On the Trent Valley canal 31,219 tons were moved, of which 30,248 tons were the produce of the forest.

During the season a steamer from Bergen, Norway, passed up through the St. Lawrence and Welland canals with a cargo of 464 tons of fish from Norway to Chicago, returning with a cargo of 237 tons of flour and 450 tons of wheat.

RIVER ST. LAWRENCE AND LAKES.

The River St. Lawrence, with the system of canals established on its course above Montreal, and the Lakes Ontario, Erie, St. Clair, Huron and Superior, with connecting canals, afford a course of water communication extending from the Straits of Belle Isle to Port Arthur, at the head of Lake Superior, a distance of 2,260 statute miles. The distance to Duluth is 2,384 miles.

The difference in level between the point on the St. Lawrence near Three Rivers where tidal influence ceases, and Lake Superior, is about 600 feet.

The Dominion canals, constructed between Montreal and Lake Erie, are the Lachine, Beauharnois, Cornwall, Farran's Point, Rapide Plat, Galops and Welland. Their aggregate length is 70½ miles; total lockage (or height directly overcome by locks) 533¼ feet; number of locks, 53.

Communication between Lakes Huron and Superior is obtained by means of the St. Mary's Falls Canal, situated on the United States side of the River St. Mary.

This canal is a little over a mile in length, with a bottom width of 100 feet, and has one lock, the dimensions being:—length 515 feet, width 80 feet, gate openings 60 feet wide, with 16 feet of water on the sills, and a lift of about 18 feet. By it there is afforded a 16 feet navigation between the two lakes.

It seems desirable here as indicating the immense extent of the existing and rapidly increasing traffic of the Great Lakes, and the commercial interests involved in the provision and maintenance of ample means of canal communication surmounting the rapids at the Sault Ste. Marie, communication, up to the present time, entirely dependent on the operation of one American lock, that information from official sources should be afforded, so that the considerable expenditure incurred in the construction of the Canadian canal and lock at this point may carry immediate justification. A summary of this traffic, and of the present, and the contemplated means of accommodating it has accordingly been prepared, and will be found in the note which appears below.*

* From the report of the Chief of Engineers of the United States Army, dated the 19th of September, 1893, for the *fiscal year* ended the 30th of June, 1893, the latest available, the following details are compiled relating to the operation of the existing, and the construction of the new lock to the south of the River St. Mary.

The new lock in progress occupies the site of the two old locks built in 1855, the intention being to afford a navigable depth of 20 feet, the present canal to be deepened to correspond with that depth. The dimensions of the new lock will be:—length, 800 feet between gates, width, 100 feet throughout, depth, 21 feet on the mitre sills, and a single lift corresponding to 18 feet. The estimated cost of the work, including the deepening of the canal, is set down at $4,738,865. The first appropriation, $250,000, was made by Congress in August, 1886. The total expenditure up to the 30th of June, 1892, was $818,103.38, and during the fiscal year 1892-93 there was expended the further sum of $624,464.42, making a total, up to the 30th of June, 1893, of $1,442,567.80. The amount set down as to be expended profitably in the fiscal year ending on the 30th of June, 1895, is $300,000.

From the same report and its appendices, it appears that during the *fiscal year* 1892-93, the canal was open to navigation 220 days. It was closed for the winter on the 6th of December, 1892, and reopened on the 1st of May, 1893. 12,160 vessels, aggregating 10,226,971 registered tons and carrying 10,846,404 tons of freight, and 23,919 passengers, passed through in 5,611 lockages, at a cost, per lockage of $7.56, per vessel of $3.48 and per freight ton of 3·91 mills. The total cost of the operation and care of the canal was $41,828.07.

The staple articles transported were 2,771,667 tons of coal, 73,606 tons of copper, 5,627,778 barrels of flour, 40,959,960 bushels of wheat, 2,446,159 bushels of grain other than wheat, 4,668,807 tons of iron ore, 620,531,000 feet B.M. of lumber, 47,176 tons of building stone and 371,350 tons of miscellaneous freight.

Statistics relating to the *season of navigation* of the calendar year 1892 are given in a special report. From this it appears that the length of the season was 233 days as against 225 in 1891; the average number of vessels passed per diem was 54. 12,580 vessels, in all, passed in 5,867 lockages, carrying 11,214,333 net tons of freight, an increase of 2,325,744 tons, and 25,896 passengers, the total valuation of the freight being $135,117,267.10, such valuation being based on the estimated values used in 1885, except in the case of meat, flour, and grain, when the prices of 1892 have been used in determing the unit of value. These were lower than the prices of 1885, and if those had been employed the total valuation would, it is stated, have been $150,664,211.30. Notwithstanding this reduction of unit values, the increase over the valuation of the previous season was $6,939,058.59.

The total number of registered craft using the canal during the season was 735, valued at $38,328,800, against 652 the previous season. Of these 460 were steamers and 275 sailing vessels. Besides these there were 519 passages by unregistered craft, which carried in all, 11,415 tons. Of the registered craft there were 121 propellors carrying in their largest single cargo 2,000 tons and upwards, as against 101 the previous season, 37 carried 2,500 tons and upwards,—the largest single

The following indicates the main features of the works executed and in contemplation in connection with the scheme of canal enlargement on the through line of navigation between tide water and Lake Superior.

The general enlargement scheme comprises locks of the following dimensions :— Length, 270 feet between the gates ; width, 45 feet ; with a navigable depth of 14 feet of water over the sills. The Sault Ste. Marie lock is 900 feet long, 60 feet wide, and with a depth of water more than equivalent to 21 feet in the new American lock.

Lachine Canal.—On the Lachine Canal the foundations of the permanent structures were put down to the full depth for vessels drawing 14 feet, but for about 6½ miles the canal itself has yet to be lowered 2 feet to obtain this depth. The work is under contract.

Lake St. Louis.—For about four miles above the head of the Lachine Canal, Lake St. Louis is obstructed by numerous shoals, consisting principally of hard material, the removal of which is necessary to form a channel suitable to the enlarged 14 feet navigation. The work of excavating a channel 300 feet wide and 16 feet deep has been placed under contract.

Soulanges Canal.—Between Lakes St. Louis and St. Francis there is a rise of about 83 feet in the river, which is at present surmounted by the Beauharnois Canal, on the south shore of the St. Lawrence. The enlarged scale canal (the Soulanges) is being constructed on the north shore of the river. It will be about 14 miles in length.

Lake St. Francis.—In Lake St. Francis the obstructions to a 14 feet navigation are of minor importance, and are found chiefly near its upper or western end, where there are some shoals to be removed.

Cornwall Canal.—The works are nearing completion with the exception of the construction of the dams for the utilization of the north channel of the river opposite Sheiks Island, which is being actively carried on.

cargo being 3,580 : 24 sail vessels carried 2,000 tons and upwards, and of whaleback tow barges rated in reports as sail vessels, 12 carried 2,500 tons and upwards, their average single cargo being 2,746 tons. The largest single cargo carried by a sail vessel (so rated)—was 3,354 net tons. The total amount of freight paid was $12,072,850.88, an increase of $2,223,828.07, compared with the previous season. The total mile-tons (the number of miles run, multiplied by the freight tonnage) was 9,222,773,938, and the cost per mile per ton (found by dividing the total amount of the freight by the total of the mile tons) was, consequently, 1·31 mills. The average distance freight was carried was 822·4 miles, and the average cost per ton for transport to its destination was $1.08. It is stated with regard to these figures that the data on which they are based is such as to include the cost of loading and unloading.

The principal items of freight were as follows :—Wheat, 40,994,780 bushels, an increase of 2,178,210 ; grain other than wheat, 1,666,690 bushels, an increase of 634,586 ; flour, 5,418,135 barrels, an increase of 1,637,992 ; iron ore, 4,901,132 net tons, an increase of 1,340,919 ; coal, 2,904,266 net tons, an increase of 396,734 ; lumber, 512,844 M. ft., B.M., an increase of 146,539. With the exception of copper and building stone, all articles of freight showed an increase.

In connection with the enlargement of this canal there has been undertaken, and is in progress, the work of improving the southern channel of the river below the falls, known as the Hay Lake channel, in American waters, the practical limit of which was formerly to vessels drawing not more than 6 feet. It is proposed to make a channel 300 feet wide, and of a navigable depth of 20 feet. The improved route will leave the present navigable channel of the river at a point. Sugar Island rapids, about 2½ miles below the canal ; will pass through these into Hay Lake ; then by way of Middle Neebish ; rejoining the present navigable channel at the foot of Sugar Island ; saving a distance of 11 miles (16 miles in place of 27), and giving a route which can be so marked by lights as to be navigable at night, an advantage which is not to be afforded by the present channel, except by the use of many lights. The estimated cost of the work is set down in the report of United States engineers, quoted, at $2,659,115. The expenditure during the fiscal year ended the 30th of June, 1893, was $345,357.34, making a total expenditure of $1,455,163.43. It is stated that for the fiscal year ending on the 30th of June, 1895, the sum of $150,000 can be profitably expended.

Farran's Point Canal.—Nothing has been done towards the enlargement of the canal at Farran's Point beyond the necessary surveys and the preparation of plans.

Rapide Plat Canal.—At the Rapide Plat the guard lock is finished and in use; the works remaining to be done to complete the enlargement are in progress.

Between the Cornwall Canal and the Galops Canal the river reaches require to be deepened or improved at certain points.

Galops Canal.—The Galops Canal, 7⅝ miles in length, passes the Iroquois, the Cardinal and Galops rapids. Of these, the Iroquois and the Cardinal are very strong currents rather than rapids.

This canal is being enlarged for a distance of about 4,000 feet from the upper entrance to a point below the Galops Rapids, where a new lift-lock and other works, now completed, give access from the river.

From the upper entrance of this canal to the Prescott reach, a distance of about three miles, the present circuitous and, in parts, shallow channel lies across what is known as "Flat Rock" shoal, and runs through American waters. The improvement and utilization of the north or Canadian channel of the river has been suggested as a part of the general scheme of enlargement, but beyond survey, and the preparation of plans nothing has yet been done.

Welland Canal.—The enlargement of this canal is completed.

Sault Ste. Marie Canal.—This canal is practically completed with the exception of the approaches, which are dredged out for a depth of 18 feet of water at extreme low water, in place of a 20 feet navigation to which the lock and canal are adapted.

LACHINE CANAL.

	Old Line.	New Line.
Length of canal.....	8½ statute miles.	8½ statute miles
Number of locks.....	5	5
Dimensions of locks.....	200 feet by 45 feet.	270 feet by 45 feet.
Total rise, or lockage.....	45 "	45 "
Depth of water on sills..... at two locks..	16 "	18 "
Depth of water on sills..... at three locks.	9 "	14 "
Mean width of new canal.....		150 "

The depth of the canal between locks is at present only adapted to vessels of 12 feet draught.

The canal consists of one channel, with two distinct systems of locks, the old and the enlarged. There are two entrances at each end.

This channel extends from the city of Montreal to the town of Lachine, overcoming the St. Louis Rapids, the first of the series of rapids which bars the ascent of the River St. Lawrence. They are 986 miles distant from the Straits of Belle-Isle.

The scheme for the enlargement of this, in common with the other canals of the St. Lawrence, contemplated the affording a navigable depth of 14 feet throughout. The improvement immediately in view, however, was only intended to furnish a navigable depth of 12 feet in the canal proper, and accordingly, on the following reaches, namely, between Lachine and Côte St. Paul, Côte St. Paul and St. Gabriel, and between St. Gabriel and Wellington Basin, the channel has been adapted to navigation by vessels of 12 feet draught only. All permanent works on the canal, such as locks, bridges, side walls and culverts, have been built to afford a navigable depth of 14 feet.

The canal was closed on the 30th of November, 1893, and opened on the 23rd of April, 1894.

As reported last year, investigation has been made into the expenditure on the two new bridges (railway and ordinary traffic) over the canal at Wellington Street, Montreal, built during the winter of 1892-3, such investigation being conducted, in the first instance, by a special commission, and, secondly, by the Public Accounts Committee of the House of Commons, last session.

The evidence obtained was conclusive as to the perpetration of frauds, and the abuse of the exigencies of the work, which had compelled its execution within a limited time and at an inclement season.

In making payment for the works in question, the department has endeavoured, to, at any rate, avoid the recognition of absolutely fraudulent claims, and accordingly, in dealing with the accounts of the contractor for labour, in respect of which the main excess of cost was incurred, withheld a considerable sum, over $63,000, from the amount remaining unpaid on the completion of the work. A suit brought by him in the Exchequer Court resulted in a judgment dismissing his claim with costs. A criminal action has been entered against him by the Government for having obtained moneys from it through falsified pay-lists.

The navigation of the canal was carried on through the season without interruption.

The report of the acting superintending engineer gives details of the repairs and new works executed, and shows generally the condition of the canal. (App. 6, p. 127.)

The expenditure on this canal during the past fiscal year was as follows :—

Construction, chargeable to capital	$445,983 21
Renewals, chargeable to income	50,937 40
Repairs	51,616 79
Staff and maintenance	53,185 00
Total	$601,722 40

BEAUHARNOIS CANAL.

Length of canal	11¼ statute miles.
Number of locks	9
Dimensions of locks	200 feet by 45 feet.
Total rise or lockage	82½ feet
Depth of water on sills	9 "
Breadth of canal at bottom	80 "
Breadth of canal at water surface	120 "

This canal commences on the south side of the St. Lawrence, 15¼ miles from the head of the Lachine Canal. It connects Lakes St. Louis and St. Francis, and passes the three rapids known, respectively, as the Cascades, the Cedars and the Coteau.

The canal was closed on the 1st of December, 1893, and was reopened for traffic on the 23rd of April, 1894.

During the season, navigation was twice interrupted by accidents to lock gates, the total delay amounting to 62 hours.

Details of repairs, &c., will be found in Appendix 6, pp. 129 and 139.

A satisfactory trial was made at one of the locks of a system of operating lock gates by means of electricity.

The expenditure on this canal for the past fiscal year was as follows :—

Construction, chargeable to capital	$ Nil.
Renewals, chargeable to income	6,547 72
Repairs	13,903 46
Staff and maintenance	20,574 53
Total	$41,025 71

CORNWALL CANAL.

Length of canal	11½ statute miles.
Number of locks	6
Dimensions of locks (five)	270 by 45.
Total rise or lockage	48 feet.
Depth of water on sills	9 "
" at the two lower entrance locks	14 "
Breadth of canal at bottom (except at three culverts)	* 100 "
Breadth of canal at water surface	150 "

From the head of the Beauharnois to the foot of the Cornwall Canal there is a stretch through Lake St. Francis of 32¾ miles, which is navigable for vessels of the size at present in use.

The Cornwall Canal extends past the Long Sault Rapids.

This canal was closed on the 9th of December, 1893, and reopened on the 23rd of April, 1894.

A delay of 21 hours was caused during the season by the breaking of a lock gate.

The season was an unusually busy one. Details of repairs and operation will be found in Appendix No. 6, pp. 155 and 168.

New Works.

The two locks at the new lower entrance (taking the place of three on the old line) were completed in 1882, and the remaining three are now completed.

The work of deepening and enlarging the prism of the canal is approaching completion.

It having been decided to adopt the north channel of the River St. Lawrence between Sheik's Island and the mainland as a part of the canal, the enlargement of the existing canal at this point has been abandoned. The work of constructing the necessary dams across the channel was placed under contract on the 19th of June, 1893, and is in progress.

The estimated cost of the enlargement of this canal is $4,000,000, of which there had been paid up to the 1st of October, 1894, $3,210,679.

The work of the year is described in detail in the appendices to the present report. (See Appendix 6, page 156.)

*Note.—Though the bottom breadth is, as stated, 100 feet, it must be observed that this is the bottom breadth of the old, or 9 feet navigation canal.

The expenditure on this canal for the past fiscal year was as follows:—

Construction, chargeable to capital	$404,990 22
Renewals, chargeable to income	Nil
Repairs	7,733 54
Staff and maintenance	15,344 02
Total	$428,067 78

WILLIAMSBURG CANALS.

The Farran's Point, Rapide Plat, and Galops Canals are collectively known as the Williamsburg Canals.

The canals were closed on the 13th of December, 1893, and reopened on the 23rd of April, 1894.

No accidents occurred, and navigation is stated to have been maintained in a satisfactory manner.

The expenditure on these canals during the past fiscal year was as follows:—

Construction, chargeable to capital	$498,390 23
Renewals, chargeable to income	Nil.
Repairs	7,029 95
Staff and maintenance	10,230 09
Total	$ 516,650 27

For details of work see Appendix 6, page 158.

FARRAN'S POINT CANAL.

Length of canal	¾ mile.
Number of locks	1 "
Dimensions of lock	200 feet by 45 feet.
Total rise, or lockage	4 feet.
Depth of water on sills at ordinary water level	9 "
Breadth of canal at bottom	50 "
Breadth of canal on water surface	90 "

From the head of the Cornwall Canal to the foot of Farran's Point Canal, the distance on the River St. Lawrence is 5 miles. The latter canal enables vessels ascending the river to avoid, if necessary, the Farran's Point rapid. Descending vessels run the rapids with ease and safety.

The enlargement of this canal has not been commenced, but surveys have been made and plans prepared. (See Appendix 4, p. 51, and Appendix 6, p. 159.

RAPIDE PLAT CANAL.

Length of canal	4 miles.
Number of locks	2 "
Dimensions of locks	200 feet by 45 feet.
Total rise, or lockage	11½ feet.
Depth of water on sills	9 "
Breadth of canal at bottom	50 "
Breadth of canal at surface of water	90 "

From the head of Farran's Point Canal to the foot of Rapide Plat Canal there is a navigable stretch of 10½ miles. This canal was formed to enable vessels ascending the river to pass the rapids at that place. Descending vessels run the rapids safely.

New Works.

The enlargement of this canal, in conformity with the proportions of the general scheme is in progress. The works consist of the enlargement of the channel way above, and for some distance below, the present guard-lock at the head of the canal, and the construction of a new guard-lock and a supply weir in connection with the old lock. The bottom of the channel, for a distance of about 1,000 feet below, and out into deep water, above the lock, about 700 feet, has been excavated to an extent sufficient to afford a navigable depth of 14 feet. The new lock was completed in 1888, and is in operation; the other works in that connection are also finished. Contracts for the enlargement of the remaining portion of the canal, including the lock at the lower outlet, were entered into in the month of January, 1891. The works are in progress. The estimated cost of enlargement is $1,600,000, of which, up to the 1st of October, 1894, there had been paid, $1,049,122. (See Appendix 4, page 51 and Appendix 6, page 159.)

GALOPS CANAL.

Length of canal	7⅝ miles.
Number of locks	3 "
Dimensions of locks	200 feet by 45 feet.
Total rise, or lockage	15½ feet.
Depth of water on sills	9 "
Breadth of canal at bottom	50 "
Breadth of canal at surface of water	90 "

From the head of Rapide Plat Canal to Iroquois, at the foot of the Galops Canal, the St. Lawrence is navigable for 4½ miles. This canal enables vessels to overcome the rapids at Pointe aux Iroquois, Point Cardinal and the Galops.

New Works.

The works for the widening and deepening of the upper entrance, and for the construction of a lift-lock from the river below the Galops Rapids, about 4,000 feet from the upper entrance, together with a guard-lock and supply weir to the canal adjacent to that point were placed under contract in November, 1888. Both locks are completed, and the water was admitted to them in October, 1894. The balance of the work is in progress. Out of the estimated cost of this enlargement, $1,300,000, there had been paid up to the 1st of October, 1894, the sum of $1,163,118.

It is proposed that, by the use of this new lift-lock, vessels qualified to stem the current of the Iroquois and Cardinal Rapids should dispense with about 7 miles of canal passage, traversing only the 4,000 feet between the lock and the upper entrance in order to pass the Galops Rapids.

No steps have, so far, being taken towards the enlargement of the 7 miles of the canal east of this lock, beyond the preliminary surveys.

In the river opposite the canal the formation of a new channel through certain shoals in the Galops Rapids was commenced in 1880, and was reported as completed in

1888. The channel so improved is about 3,300 feet in length and 200 feet wide. The intention of the department was to afford a safe passage at a low stage of the river water (9 feet on the mitre sills of the lock at the upper entrance of the old Galops Canal) for vessels drawing 14 feet. It was considered advisable to allow a clear margin of 3 feet below the keel of a vessel of this draught, the depth to be, consequently, 17 feet. The work was believed by the superintending engineer to be completed in 1888, and was so reported by him.

On further examination, however, it was found that, at certain points, the depth is less than 17 feet, and under these circumstances, a very close examination and survey with a vessel specially fitted with appliances for testing the depth under the difficult conditions of the case has been made under the supervision of Mr. Kennedy, the Chief Engineer to the Montreal Harbour Commissioners, as an independent authority. Mr. Kennedy's report shows that there are obstructions in the channel by which the navigable depth of water, at certain places, is reduced considerably below that required for vessels of the draught contemplated.

The contractors have been settled with under a judgment of the Court of Exchequer in their favour.

Since the formation of the new channel it has been navigated by propellers and other vessels drawing over 9 feet of water, but in view of the results of Mr. Kennedy's examination it cannot be regarded, at present, as safe. The buoys by which the channel was indicated were not placed in position during the past season and it has not been used.

To fully carry out the design, some work will be necessary in order to obviate certain cross currents, the action of which required to be ascertained by actual experience after the excavation of the channel.

During the season of 1892, a location survey was completed of what is known as the "north channel," from the head of the Galops Canal to the head of Spencer's Island, a channel which, if improved, would afford a course shorter by $\frac{2}{3}$ of a mile than the southern channel in American waters now in use. (See Appendix 4, page 52, and Appendix 6, page 162.)

MURRAY CANAL.

Length between eastern and western pier heads	$5\frac{1}{6}$ miles.
Breadth at bottom	80 feet.
Depth below lowest known lake level.....	11 "

No locks.

This canal extends through the Isthmus of Murray, giving connection westward between the head waters of the Bay of Quinté and Lake Ontario, and thus enabling vessels to avoid the open lake navigation.

The works on this canal comprise a cut through the isthmus $4\frac{1}{4}$ miles long, and improvements in the way of dredging and other work to the entrance channels at either end, covering a total distance of $9\frac{1}{2}$ miles in all. There are no locks. The canal is crossed by four swing bridges.

Its western terminus is near the village of Brighton, in the harbour of Presqu'Ile ; from which point to Port Dalhousie, the entrance of the Welland Canal, the distance is less than 120 miles.

The canal is 80 feet wide at the bottom, the depth being, at low water, 12½ feet.

The entrance from the lake to Presqu'Ile Harbour has a width varying from 1,000 feet outside the main light to 200 feet at the entrance of the channel. The maximum depth at the entrance is 16 feet at low water.

The highest water of the season gave a depth of 14 feet 7 inches, and the lowest a depth of 12 feet 2 inches.

The canal was closed on the 3rd of December, 1893, and reopened on the 1st of April, 1894.

Navigation was maintained satisfactorily and without accident. (Appendix 6, page 164.)

The expenditure on the canal, during the past fiscal year, was as as follows :—

Construction, chargeable to capital	Nil.
Renewals, chargeable to income	Nil.
Repairs	5,295 57
Staff and Maintenance	5,667 52
Total	$10,963 09

WELLAND CANAL.

Main Line, from Port Dalhousie, Lake Ontario, to Port Colborne, Lake Erie.

—	Old Line.	Enlarged or New Line.
Length of canal	27½ miles.	26¾ miles.
Pairs of guard-gates (formerly 3)		2
Number of locks lift	26	lift 25
Number of locks guard	1	guard 1
Dimensions	1 lock 200 x 45 1 " 200 x 45 1 tidal) 230 x 45 24 locks 150 x 45	270 feet x 45 feet.
Total rise, or lockage	326¾ feet.	326½ feet.
Depth of water on sills	10½ feet.	14 "

Welland River Branches.

Length of canal—Port Robinson Cut to River Welland	2,622 feet.
" From the canal at Welland. to the river, via lock at aqueduct	300 "
" Chippawa Cut to River Niagara	1,020 "
Number of locks—one at aqueduct and one at Port Robinson	2
Dimension of locks	150 by 26½ feet.
Total lockage from the canal at Welland down to River Welland	10 feet.
Depth of water on sills	9 " 10 inches.

GRAND RIVER FEEDER.

Length of canal	21 miles.
Number of locks	2
Dimensions of locks	1 of 150 by 26½ feet. 1 of 200 by 45 "
Total rise or lockage	7 to 8 feet.
Depth of water on sills	9 feet.

PORT MAITLAND BRANCH.

Length of canal	1¾ miles.
Number of locks	1
Dimensions of locks	185 by 45 feet.
Total rise or lockage	7½ feet.
Depth of water on sills	11 "

The Welland Canal has two entrances from Lake Ontario, at Port Dalhousie, one for the old, the other for the new canal.

From Port Dalhousie to Allanburgh, 11¾ miles, there are two distinct lines of canal in operation, the old line and the enlarged or new line.

From Allanburgh to Port Colborne, a distance of 15 miles, there is only one channel, the old canal having been enlarged.

The canal was opened in 1883 for vessels drawing 12 feet of water, and in May, 1887, for vessels drawing 14 feet.

The canal was closed to navigation on the 11th of December, 1893, and reopened on the 19th of April, 1894.

A number of accidents occurred during the year, the most important being the carrying away by an upward bound steamer of the four gates of lock No. 1 of the old canal, on the 30th of May, 1894, which interrupted navigation on the new canal until the evening of the 3rd of June, and on the old canal until the 9th. Particulars respecting this will be found in the report of the superintending engineer. (Appendix 6, p. 172.)

The staff of the canal was considerably reduced at the opening of navigation, and placed on a sound working basis.

Tables will be found on page 177 showing the highest and lowest depth of water of the new entrance locks at Port Dalhousie and at Port Colborne for each month throughout the past fiscal year.

Details as to repairs executed will be found in the appendices. (See Appendices 4, p. 57, and 6, p. 172.)

The expenditure on this canal during the past fiscal year was as follows:—

Construction, chargeable to capital	$ 1,571 78
Renewals, chargeable to income	13,430 20
Repairs	53,053 71
Staff and maintenance	102,018 80
Total	$170,074 49

From the head of the Welland Canal there is a deep water navigation through Lake Erie, the Detroit River, Lake St. Clair, the St. Clair River, Lake Huron and the River St. Mary to within a short distance of the Sault Canal, a distance of about 394 miles. From the Sault the distance through Lake Superior to Port Arthur is 266 miles, and to Duluth 390 miles.

SAULT STE. MARIE CANAL.

This canal is being constructed through St. Mary's Island, on the north side of the rapids of the River St. Mary, and, with that river, will give communication between Lakes Huron and Superior.

At ordinary stages of the river water there is a difference of 18 feet in the levels of the water above and below this island. The length of the canal across the island is 3,500 feet. A considerable amount of excavation is required to form channels of approach both at the upper and at the lower entrances. The total length of this canal and its approaches will be about 18,100 feet.

For contract purposes, the work was divided into three sections, and contracts were entered into as follows:—For the lower entrance, on the 30th of January, 1889; for the upper entrance, on the 26th March, 1889, and for the canal and lift-lock on the 20th of November, 1888.

The scheme, as covered by these contracts, contemplated a lock chamber 600 feet long and 85 feet wide, with a depth of water on the sills of 16½ feet at the lowest known water level; the width of the gate entrances to the lock to be 60 feet. This lock was designed to pass two vessels at one lockage. The prism of the canal was to be 18 feet below the lowest known water level of the river above St. Mary's Island.

Representations were, however, made by parties concerned in the navigation of this work, urging that the above dimensions should be increased, and under authority of Orders in Council of 21st of May and 3rd of June, 1891, a supplemental agreement was entered into with the contractors for the canal and lock, Messrs. Hugh Ryan & Co., on the 19th of June, 1891, whereby the following dimensions were to be adopted:—Length of lock chamber, 650 feet, width 100 feet, depth of water on the sills 19 feet, the time for completion being extended from the 10th of May, 1892, to the 10th of May, 1893.

In the session of 1891, however, a discussion took place in Parliament as to the desirability of making the entrance of the lock in a straight line with the wall of the chamber, and on the 24th of December, 1891, and 1st of April, 1892, Orders in Council were passed authorizing further changes with this view. A second supplemental agreement was accordingly made with the contractors, thereunder, on the 5th of April, 1892, the dimensions of the lock to be as follows:—Length of chamber 900 feet, width 60 feet, throughout, with a depth of 20 feet 3 inches of water on the sills at the lowest recorded stage of the water in the river below the lock, the date for completion being fixed as the 31st of December, 1894.

Later on it became desirable that the work should be completed at an earlier date, and under authority of an Order in Council of the 10th of October, 1892, a further agreement was made with the contractors, on the 8th of November, 1892, for the execution, by the 1st July, 1894, of all the works under their contract, including the deepening of the canal prism to a further depth of 4 feet, making it 22 feet below the lowest known river level.

By the scheme, as so modified, accommodation will be afforded to three vessels lying in the lock one behind the other, one of the lake type, 320 feet long, and two of the Welland Canal type, 255 feet long, with ready means of entrance and exit on a course through the gates and lock straight with the line of the canal.

The canal proper has a width at low water level of 152 feet, and a bottom width of 145 feet. The depth is made suitable to navigation at extreme low water level by vessels drawing 20 feet.

This canal is now practically completed. The water was let in on the 15th of October, 1894, and the steam tug "Rooth" was locked through by hand, the machinery for operating the valves and gates not being ready for use. The approaches have not yet been dredged out to the full depth contemplated, namely the 20 feet navigation afforded by the canal and lock. The depth so far available is 18 feet at extreme low water. It must be borne in mind that these figures are those of the canal and its approaches, and do not represent the available depth of the river below, the navigable limit of which is at present governed by certain shoals, in the American channel, and, at Sailor's Encampment, reducing the depth to 16 feet at mean water level.

The expenditure on this work during the past fiscal year amounted to $1,316,529.29, making the total expenditure up to the 30th of June, 1894, $2,791,873.74. Up to the 1st of October, 1894, the total payments aggregated, $2,823,498.

Details of the works will be found in the appendices. (See Appendix 4, page 47 and Appendix 6, page 120.

MONTREAL, OTTAWA AND KINGSTON.

This route extends from the harbour of Montreal to the port of Kingston, passing through the Lachine Canal, the navigation section of the lower River Ottawa, and the Ottawa River Canals, to the city of Ottawa; thence by the River Rideau and the Rideau Canal to Kingston, on Lake Ontario—a total distance of 245⅝ miles.

After leaving the Lachine Canal the works constructed to overcome difficulties of navigation are :—

The Ste. Anne's Lock
Carillon Canal
Grenville Canal
Rideau Canal
} Ottawa River Canals.

The total lockage (not including that of the Lachine Canal) is 509 feet—(345 rise, 164 fall)—and the number of locks is 55.

The following table exhibits the intermediate distances from Montreal harbour :

Sections of Navigation.	Intermediate Distances.	Total Distances from Montreal.
	Miles.	Miles.
The Lachine Canal	8½	
From Lachine to Ste. Anne's Lock	15	23½
Ste. Anne's Lock and piers	⅛	23⅝
From Ste. Anne's Lock to Carillon Canal	27	50⅝
The Carillon Canal	⅜	51
From Carillon Canal to Grenville Canal	6¼	57⅜
The Grenville Canal	¾	63⅛
From the Grenville Canal to entrance Rideau navigation	56	119⅛
Rideau navigation, ending at Kingston	126¼	245⅜

* For information respecting the new American canal, see page lxvii of the present Report.

STE. ANNE'S LOCK.

	Old Lock.	New Lock.
Length of canal	⅛ mile.	⅛ mile.
Number of locks	1	1
Dimensions of lock	190 x 45 feet.	200 x 45 feet.
Total rise, or lockage	3 feet.	3 feet.
Depth of water on sills	6 "	9 "

This work, with guide piers above and below, surmounts the Ste. Anne's Rapids between Ile Perrot and the head of the island of Montreal, at the outlet of that portion of the River Ottawa which forms the Lake of Two Mountains, 23½ miles from Montreal harbour.

This lock was closed to navigation on the 27th of November, 1893, and reopened on the 21st of April, 1894.

Navigation has been conducted without interruption during the year.

Both the old and the new locks are available. (See Appendix 6, pp. 129 and 140.)

The expenditure on this canal during the past fiscal year was as follows :—

Construction, chargeable to capital	$ Nil.
Renewals, chargeable to income	3,497 56
Repairs	2,799 63
Staff and maintenance	2,640 00
Total	$8,937 19

THE CARILLON CANAL.

Length of canal	¾ mile.
Number of locks	2
Dimensions of locks	200 by 45 feet.
Total rise, or lockage	16 feet.
Depth of water on sills	9 "
Breadth of canal at bottom	100 "
Breadth of canal at water surface	110 "

This canal overcomes the Carillon Rapids.

From Ste. Anne's Lock to the foot of the Carillon Canal there is a navigable stretch of 27 miles, through the Lake of Two Mountains and the River Ottawa.

The canal was closed on the 30th of November, 1893, and reopened on the 23rd of April, 1894.

By the construction of the Carillon dam across the River Ottawa the water at that point is raised 9 feet, enabling the river above to be used for navigation.

During the past year the repairing and strengthening of this important work has been continued, and is now completed. (See Appendix 6, pp. 130 and 141.)

From the head of the Carillon Canal to the foot of the Grenville Canal there is a navigable stretch of 5½ miles.

GRENVILLE CANAL.

Length of canal	5¾ miles.
Number of locks	5
Dimensions of locks	200 by 45 feet.
Total rise, or lockage	43¾ feet.
Depth of water on sills	9 "
Breadth of canal at bottom	40 to 50 feet.
Breadth of canal at surface of water	50 to 80 "

This canal, by which the Long Sault Rapids are avoided, is about 56 miles below the city of Ottawa.

The canal was closed on the 30th of November, 1893, and reopened on the 23rd of April, 1894. (See Appendix pp. 130 and 141).

The expenditure on these two canals, the Carillon and the Grenville, during the past fiscal year was as follows :—

Construction, chargeable to capital	$ 385 55
Renewals, chargeable to income	20,034 94
Repairs	11,620 09
Staff and maintenance	14,144 98
	$46,185 56

Tables showing the depth of water at the above canals during the past fiscal year will be found in Appendix 6, p. 141.

UPPER OTTAWA RIVER.

Culbute Docks and Dams.

Number of locks	2
Dimensions of locks	200 by 45 feet.
Total rise, or lockage	18 to 20 "
Depth of water on sills	5 "
Aggregate length of dams	625 "

From the Grenville Canal to the city of Ottawa, a distance of about 56 miles, the river is navigable. Beyond the city, for a distance of 107 miles, to L'Islet or Culbute, continuous navigation is rendered impracticable by the undermentioned rapids :—

The Chaudière, the Des Chênes, the Chats, the Chenaux, the Portage du Fort and the Grand Calumet.

The Culbute works, situated at L'Islet, surmount the Culbute and L'Islet Rapids on the north channel of the Ottawa.

These works comprise two locks and three contiguous dams, all built of wood. The dams at Rocher Fendu and Grand Calumet, reduce the rapids to smooth water, enabling the river to be navigated from the head of the locks to Des Joachims, a distance of 37 miles.

There is a navigation route of 80 miles, with a minimum depth of 7 feet at extreme low water, between Des Joachims and Bryson ; making a total above and below Culbute of 117 miles.

The anticipated benefits to trade from the construction of these works have not been realized.

There is practicaly no traffic, and the abandonnent of this work, and the removal of the dams, which has been authorized, is about to be carried out. (See Appendix 4, p. 56 and Appendix 6, p. 131.)

The expenditure on this canal during the fiscal year was as follows :—

Construction, chargeable to capital	Nil.
Renewals, chargeable to income	$2,540 14
Repairs	494 43
Staff and maintenance	730 00
Total	$3,764 57

RIDEAU NAVIGATION.

The Rideau system connects the River Ottawa, at the city of Ottawa, with the eastern end of Lake Ontario, at Kingston.

Length of navigation waters	126¼ miles.
Number of locks going from Ottawa to Kingston	35 ascending. 14 descending.
Total lockage..... 446¼ feet	282¼ rise and 164 fall. at high water.
Dimensions of locks	134 by 33 feet.
Depth of water on sills, 5 feet; navigable depth through the several reaches	4½ feet.
Breadth of canal reaches at bottom	60 " in earth. 54 " in rock.
Breadth at surface of water	80 " in earth.

Perth Branch.

Length of canal	6 miles.
Number of locks	2 "
Dimensions of locks	134 feet by 32 feet.
Total rise or lockage	26 "
Depth of water on sills	5 " 6 inches.
Length of dam	200 "
Breadth of canal bottom	40 "
Breadth of canal at surface of water	40 " in rock. 64 " in clay.

The Perth branch of the Rideau Canal affords communication between Beveridge's Bay, on Lake Rideau, and the town of Perth.

By an Order in Council dated the 27th of September, 1890, it was declared to be a part of the Rideau Canal.

The summit level of the Rideau system is at upper Lake Rideau, but several of the descending reaches are also supplied by waters which have been made tributary to them. The following description gives the sources of supply:—

From the summit, the route towards Ottawa follows the River Rideau, and that towards Kingston follows the River Cataraqui. The supply of water for the canal is derived from the reserves given in detail below.

These may be divided into three systems, viz.:—

1. The summit level, supplied by the Wolfe Lake system. 2. The eastern descending level to Ottawa, supplied by the River Tay system, discharging into Lake Rideau. 3. The south-west descending level to Kingston, supplied by the Mud Lake system, formerly known as the Devil Lake system, discharging into Lake Openicon.

Lake Openicon receives the waters of Buck Lake and Rock Lake.

All these waters on the descending level, supplemented by those of Lake Loughboro', flow into Cranberry Lake, which, discharging through Round Tail outlet, forms the River Cataraqui. The river, rendered navigable by dams at various points, affords a line of navigation to Kingston.

The navigation stopped at Ottawa on the 30th of November, 1893, and at Kingston Mills, on the 23rd, and recommenced at Ottawa on the 1st of May, 1894, and at Kingston Mills on the 30th April.

The requisite depth of water for navigation was maintained throughout the season. There was no interruption to navigation.

Details of repairs and other works will be found in the appendices. (See Appendix 6, p. 154.)

The expenditure on this canal for the past fiscal year was as follows :—

Construction, chargeable to capital	$	Nil.
Renewals, chargeable to income		14,485 11
Repairs		16,939 47
Staff and maintenance		34,943 35
Total		$66,367 93

RICHELIEU AND LAKE CHAMPLAIN.

This system, commencing at Sorel, at the confluence of the River St. Lawrence and Richelieu, 46 miles below Montreal, extends along the River Richelieu, through the St. Ours Lock to the basin of Chambly, thence by the Chambly Canal to St. Johns and the River Richelieu and Lake Champlain. The distance from Sorel to the boundary line is 81 miles.

At Whitehall, the southern end of Lake Champlain, the Champlain Canal is entered, and connection is obtained with the River Hudson, by which the city of New York is directly reached. From the boundary line to New York, the distance is 330 miles.

The following table shows the distance between Sorel and New York :—

Sections of Navigation.	Intermediate Distances in Miles.	Total. Distances.
Sorel to St. Ours Lock	14	14
St. Ours Lock to Chambly Canal	32	46
Chambly Canal	12	58
Chambly Canal to Boundary line	23	81
Boundary line to Champlain Canal	111	192
Champlain Canal to junction with Erie Canal	66	258
Erie Canal, from junction to Albany	7	265
Albany to New York	146	411

ST. OURS LOCK AND DAM.

Length	⅛	mile.
Number of locks	1	
Dimensions of lock	200	feet by 45 feet.
Total rise, or lockage	5	"
Depth of water on sills	7	" at low water.
Length of dam in eastern channel	300	"
" " western channel	690	"

At St. Ours, fourteen miles from Sorel, the River Richelieu is divided by a small island into two channels. The St. Ours Lock is in the eastern channel.

There is a navigable depth in the Richelieu of 7 feet between St. Ours Lock and Chambly Basin, a distance of thirty-two miles.

Navigation closed on the 26th of November, 1893, and reopened on the 12th of April, 1894.

Nothing occurred to hinder navigation during the season. (See Appendix 6, pp. 132 and 147.

The expenditure on this lock during the past fiscal year was as follows :—

Construction, chargeable to capital	$ Nil.
Renewals, chargeable to income	Nil.
Repairs	924 55
Staff and maintenance	2,216 68
	$ 3,141 23

CHAMBLY CANAL.

Length of canal	12 miles	
Number of locks	9	
Dimensions of locks :—		
Guard Lock, No. 1, at St. Johns	122 feet	From 22½ to 24 feet wide.
Lift " 2,	124 "	
" " 3, 4, 5, 6	118 "	
" " 7, 8, 9 combined	125 "	
Total rise, or lockage	74 "	
Depth of water on sills	7 "	
Breadth of canal at bottom	36 "	
" surface of water	60 "	

This canal succeeds the 32 miles of navigable water between St. Ours Lock and Chambly Basin. The canal overcomes the rapids between Chambly and St. Johns.

The canal was closed to navigation on the 30th of November, 1893, and was reopened on the 2nd of May, 1894.

Navigation was uninterrupted throughout the season.

A description of the several works of repairs and improvement executed during the year will be found in the appendices. (See Appendix 6, pp. 131 and 142.

The expenditure on this canal during the past fiscal year was as follows :—

Construction, chargeable to capital	$ Nil.
Renewals, chargeable to income	8,567 78
Repairs	11,920 74
Staff and maintenance	19,040 93
Total	$ 29,529 45

TRENT RIVER NAVIGATION.

The term "Trent River Navigation" is applied to a series of water stretches, which do not, however, form a connected system of navigation, and which, in their present condition, are efficient only for local use.

The series is composed of a chain of lakes and rivers, extending from Trenton, at the mouth of the River Trent, on the Bay of Quinté, Lake Ontario, to Lake Huron.

Many years ago the utilizing of these waters for the purpose of through water communication between Lake Huron and Lake Ontario was projected.

The course in contemplation was as follows:—

Through the River Trent, Rice Lake, the River Otonabee and Lakes Clear, Buckhorn, Chemong, Pigeon, Sturgeon and Cameron to Lake Balsam, the summit water, about 165 miles from Trenton; from Lake Balsam by a canal and the River Talbot to Lake Simcoe; thence by the River Severn to Georgian Bay, Lake Huron, the total distance being about 235 miles.

The execution of this scheme, commenced in 1837, was subsequently deferred. By certain works, however, below specified, sections of these waters were made practicable for navigation. A branch of the main route, extending from Sturgeon Lake south, affords communication with the town of Lindsay; and through Lake Scugog, to Port Perry, a distance of 190 miles from Trenton.

The following table gives the distance of navigable and unnavigable reaches:—

	Navigable Miles.	Unnavigable Miles.
From Trenton, Bay of Quinté, to Nine Mile Rapids.		9
" Nine Mile Rapids to Percy Landing.....	19½	
" Percy Landing to Heeley's Fall Dam.....		14¼
" Heeley's Fall Dam to Peterborough.....	51¾	
" Peterboro' to Lakefield.....		9½
" Lakefield to a point across Balsam Lake.....	61	
	132¼	32¾
Total distance, Bay of Quinté to Balsam Lake.....		165
From Sturgeon Point on Sturgeon Lake, 48¾ miles from Lakefield, the branch through the town of Lindsay to Port Perry at the head of Lake Scugog.....		27½

The works by which the Trent Valley navigation has been improved comprise canals, with locks and bridges, at Burleigh Rapids, Buckhorn Rapids and Fenelon Falls; also dams at Lakefield and Young's Point. By these works there is afforded communication between Lakefield, 9½ miles from Peterborough, and Balsam Lake, the headwaters of the system; opening up a total of about 160 miles of direct and lateral navigation.

At Lakefield, 9½ miles from Peterboro', the dam, at the head of the Nine Mile Rapids of the River Otonabee, maintains navigation on Lake Katchiwannoe up to Young's Point.

At Young's Point, 5 miles from Lakefield, the dam between Lake Katchiwannoe and Clear Lake controls the water level through Clear and Stony Lakes up to the foot of the Burleigh Canal. The lock here, it should be observed, is controlled by the Provincial Government.

At Burleigh Rapids, 10 miles from Young's Point, a canal about 2¼ miles in length, passes the Burleigh and Lovesick Rapids, and gives communication between Stony Lake and Deer Bay.

At Buckhorn Rapids, 7 miles from Burleigh Rapids, there is a canal about one fourth of a mile long.

At Bobcaygeon, 15¾ miles from Buckhorn Rapids, a dam, 553 feet long, controls the water level up to Fenelon Falls.

At Fenelon Falls, 15 miles from Bobcaygeon, a canal about one-third of a mile in length, connects Sturgeon Lake with Cameron Lake.

The following is a list of the locks, with their dimensions :—

1 lock at Rosedale.....100′ x 30′ x 4′ 6″ to 6′ 6″ depth water on mitre sill.

(Maintained by the Ontario Government)

2	locks at	Fenelon.....	134′ x 33′ x	5′ 0″ to	7′ 6″	do	do
1	do	Lindsay.....	do	5′ 0″ to	7′ 0″	do	do
1	do	Bobcaygeon ..	do	5′ 8″ to	7′ 6″	do	do
1	do	Buckhorn.....	do	5′ 0″ to	9′ 0″	do	do
1	do	Lovesick	do	5′ 0″ to	9′ 4″	do	do
2	do	Burleigh	do	5′ 4″ to	7′ 0″	do	do
1	do	Young's Point.	do	5′ 0″ to	14′ 0″	do	do

(A Provincial Government work.)

1	lock at	Peterborough .	134′ x 33′ x	5′ 0″ to	10′ 0″	do	do
1	do	Hastings.....	do	7′ 0″ to	10′ 6″	do	do
1	do	Chisholms.. .	do	5′ 0″ to	8′ 6″	do	do
13							

The water level during the whole year, was satisfactorily maintained.

The construction of the railway swing bridge on the line of the Grand Trunk at Fenelon Falls has opened up navigation from Lakefield to Balsam Lake, a distance of about 70 miles.

Navigation closed on the 27th of November, 1893, and reopened on the 5th of April, 1894.

Details of the several repairs executed will be found in the appendices. (Appendix 6, p. 149.)

The expenditure on this canal system during the past fiscal year was as follows :—

Construction, chargeable to capital	$ 3,412 32
Renewals, chargeable to income	20,403 93
Repairs	4,988 59
Staff and maintenance	3,785 47
Total	$32,590 21

ST. PETER'S CANAL, CAPE BRETON.

Length of canal	About 2,400 feet.
Breadth at water line	55 feet.
Lock	One tidal lock, 4 pairs of gates.
Dimensions	200 feet by 48 feet.
Depth of water on sills	18 " at lowest water.
Depth through canal	19 "
Extreme rise and fall of tide in St. Peter's Bay	4 "

This canal connects St. Peter's Bay, on the southern side of Cape Breton, Nova Scotia, with the Bras d'Or Lakes. It crosses an isthmus half a mile in width, and gives access from the Atlantic.

Navigation was closed on the 6th of January, 1894, and opened on the 28th of April, 1894.

The repairs and improvements carried out are described in the appendices. (See Appendix 6, p. 179.)

The expenditure on this canal during the past fiscal year was as follows:—

Construction, chargeable to capital	$ 437 05
Renewals, chargeable to income	3,852. 21
Repairs	1,986 70
Staff and maintenance	2,935 94
Total	$9,211 90

SOULANGES CANAL.

This work is being constructed on the north side of the River St. Lawrence in place of enlarging the Beauharnois Canal on the south side. It follows a line extending upwards from Cascades Point to Macdonald's Point, near Coteau Landing. The scheme contemplates a canal on a practically straight line, 14 miles long, comprising five lift-locks, overcoming a total rise of 82½ feet. The number of locks on the Beauharnois Canal, including the guard-locks, is nine. The dimensions of the Soulanges locks will be those of the enlarged system, namely, length 270 feet, width 45 feet, depth of water on sills 14 feet. The estimated cost of the work is $4,750,000. The works of construction of the canal proper and bridge and lock masonry have been placed under contract, and are in progress.

Further information will be found in the report of the chief engineer, and in that of the engineer in charge. (See Appendix 4, page 48, and Appendix 6, page 123.)

The expenditure on this work for the past fiscal year was $723,380.95, making a total of $987,952.95 up to the 30th of June, 1894. Since that date, there has been expended a further sum of $507,695.54, making the total expenditure up to the 31st of December, 1894, $1,495,648.49.

I have the honour to be,

Your Excellency's most obedient servant,

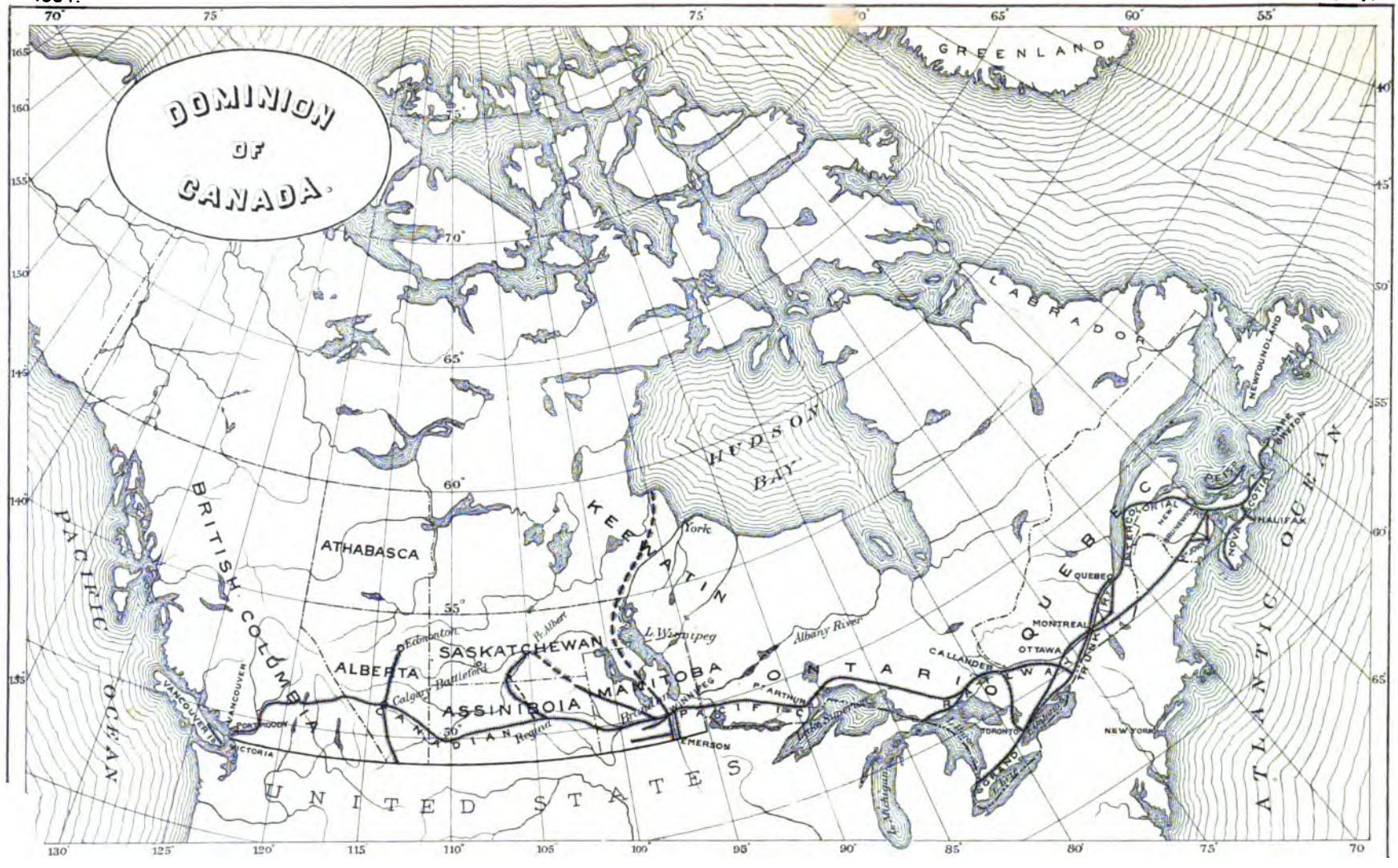
JOHN HAGGART,

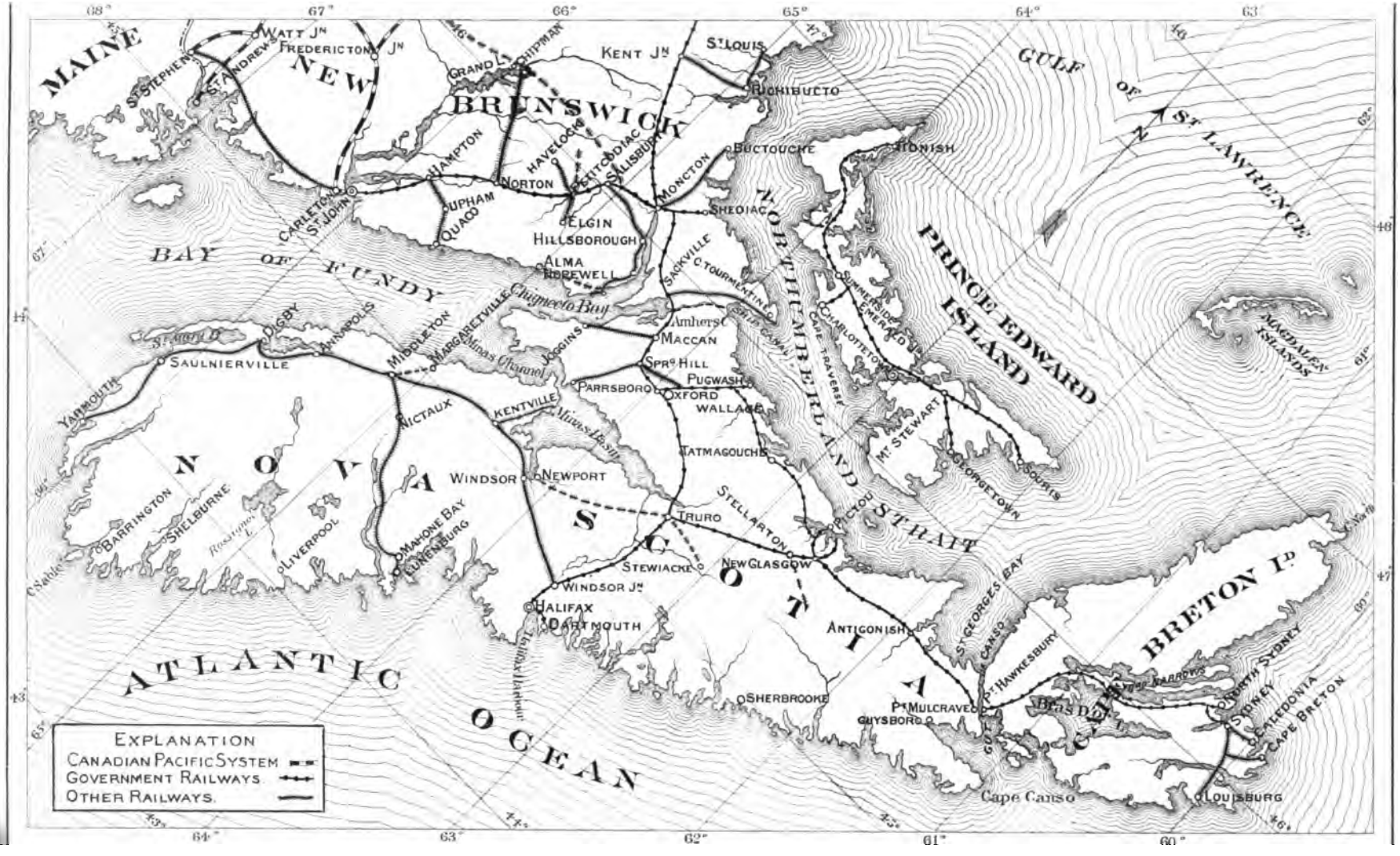
Minister of Railways and Canals.

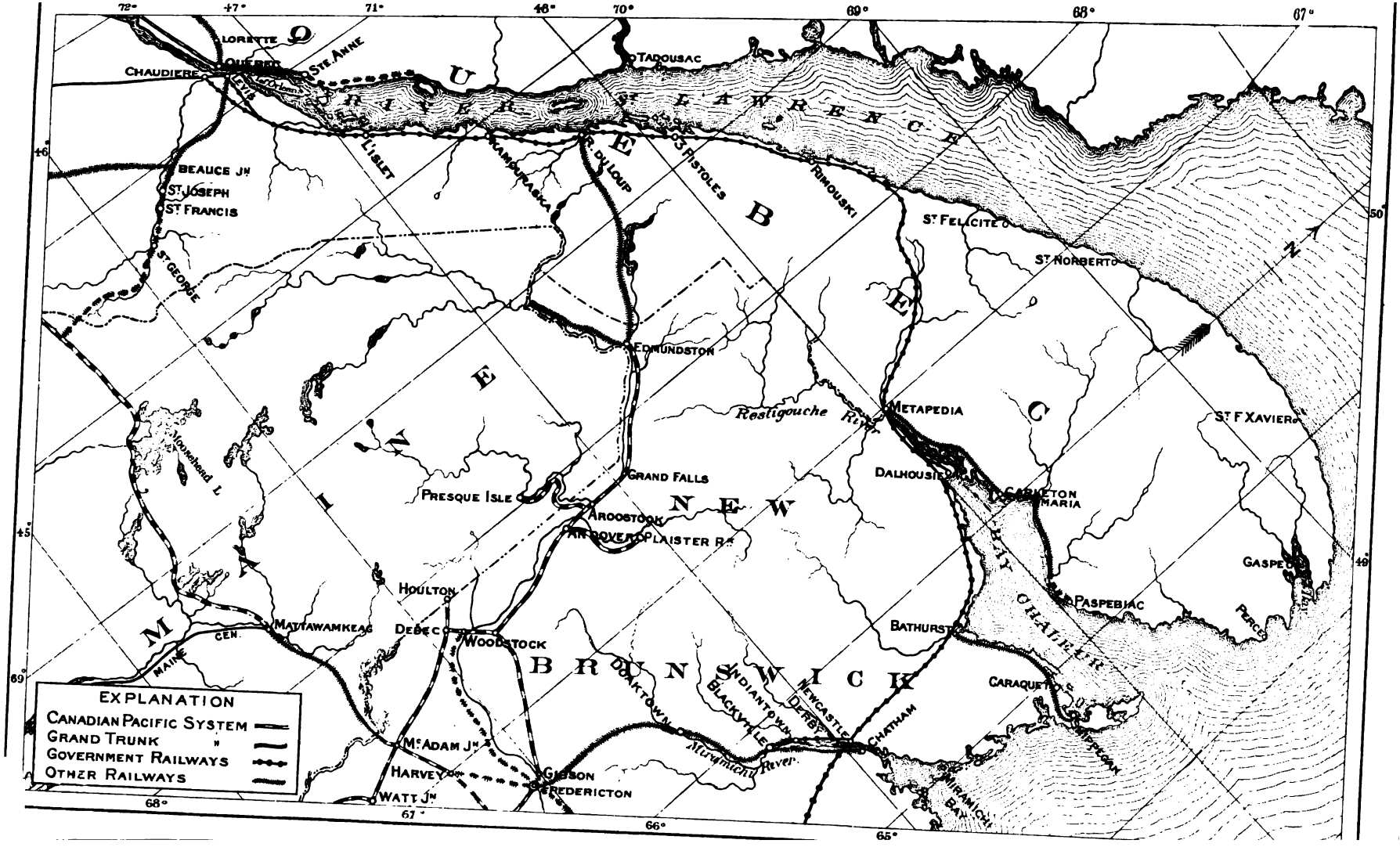
31st December, 1894.

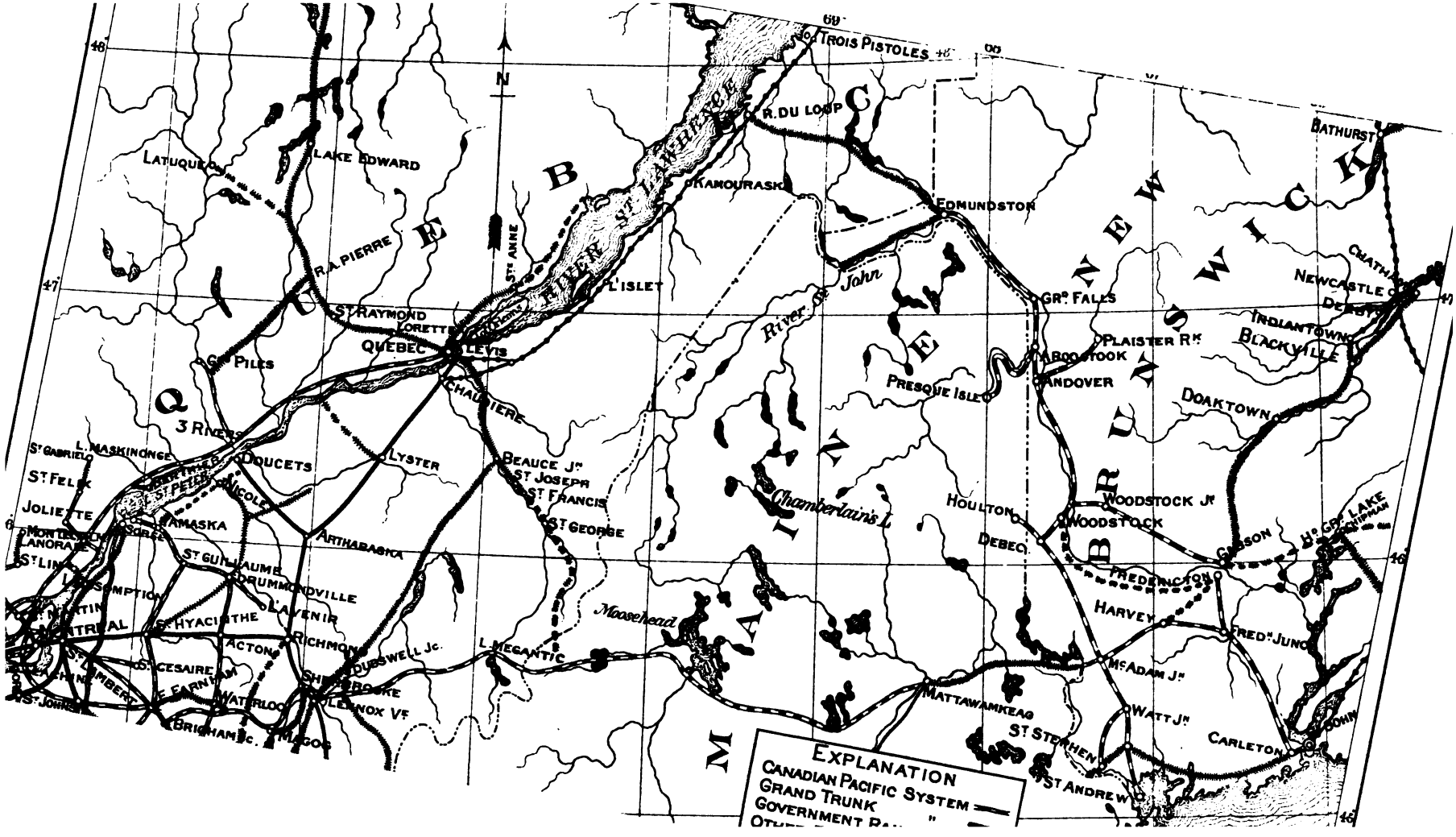
1894.

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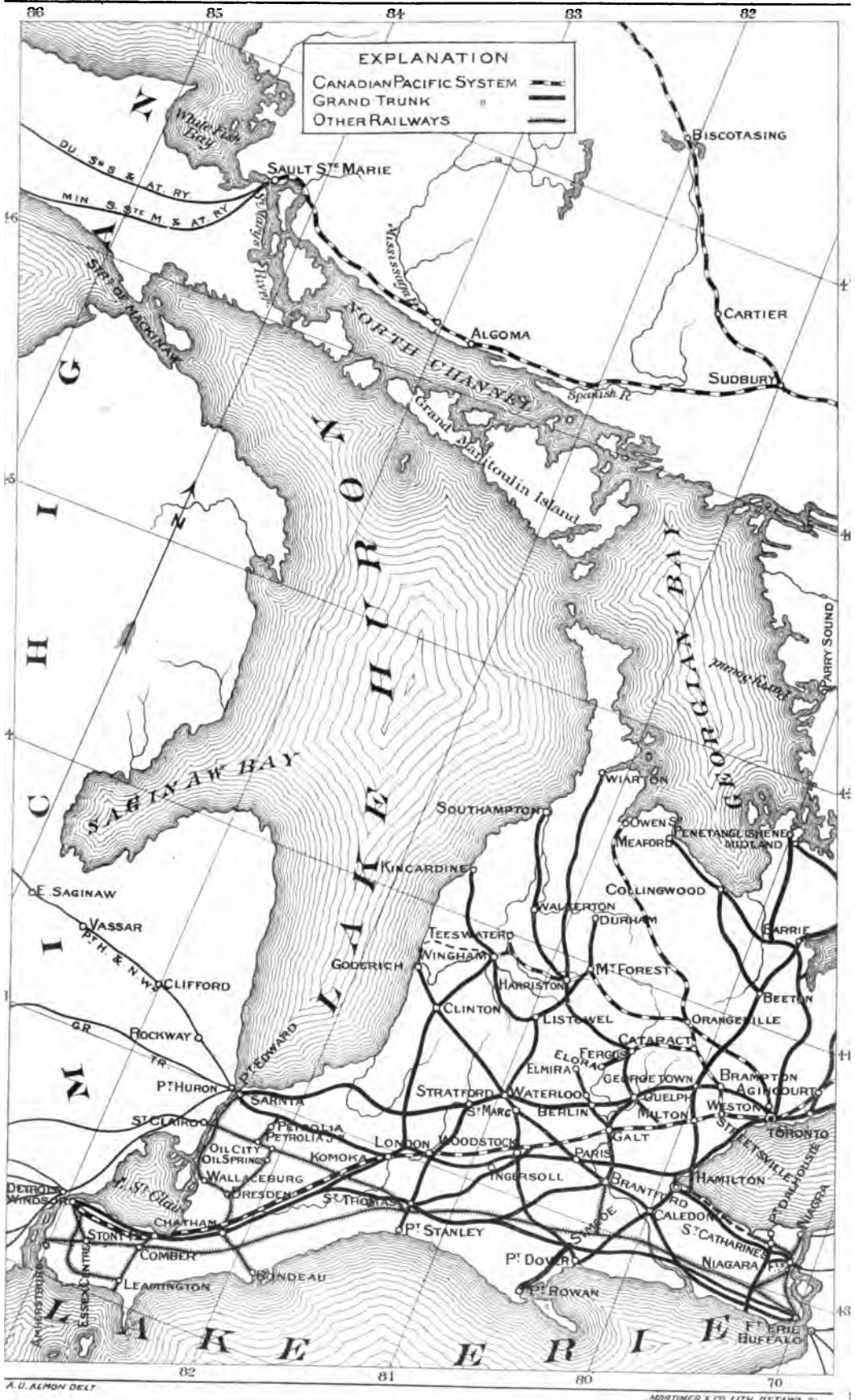

DOMINION
OF
CANADA.
GREENLAND
LABRADOR
HUDSON
BAY
ATHABASCA
KEEWATIN
BRITISH COLUMBIA
SASKATCHEWAN
ALBERTA
ASSINIBOIA
MANITOBA
ONTARIO
QUEBEC
NEW BRUNSWICK
NOVA SCOTIA
PRINCE EDWARD ISLAND
NEWFOUNDLAND
PACIFIC OCEAN
ATLANTIC OCEAN
UNITED STATES
Fork
L. Winnipeg
Albany River
Edmonton
Battleford
Calgary
Regina
Brandon
WINNIPEG
EMERSON
PORT ARTHUR
Lake Superior
MONTREAL
OTTAWA
QUEBEC
TORONTO
NEW YORK
HALIFAX
VANCOUVER
VICTORIA
PORT MOODY
CANADIAN PACIFIC
CALLANDER
TRUNK
GRAND TRUNK
INTERCOLONIAL
Lake Michigan
Lake Huron
Lake Erie
Lake Ontario
Lake St. Clair


MAINE
NEW BRUNSWICK
BAY OF FUNDY
NOVA SCOTIA
ATLANTIC OCEAN
GULF OF ST LAWRENCE
PRINCE EDWARD ISLAND
NORTHUMBERLAND STRAIT
CAPE BRETON Id
St Stephen
St Andrews
Watt Jn
Fredericton Jn
Grand Lake
Chipman
Kent Jn
St Louis
Richibucto
Buctouche
Kidnish
Moncton
Havelock
Petitcodiac
Salisbury
Hampton
Norton
Carleton
St John
Quaco
Upham
Elgin
Hillsborough
Alma
Hopewell
Sackville
Tourmentine
Shediac
Amherst
Maccan
Chignecto Bay
Joggins
Spr.g Hill
Pugwash
Oxford
Wallace
Parrsboro
Tatmagouche
Summerside
Charlottetown
Cape Traverse
Mt Stewart
Georgetown
Souris
Magdalen Islands
Digby
Annapolis
St Mary's B.
Saulnierville
Yarmouth
Middleton
Margaretville
Minas Channel
Nictaux
Kentville
Minas Basin
Windsor
Newport
Truro
Stellarton
Pictou
New Glasgow
Stewiacke
Windsor Jn
Halifax
Dartmouth
Antigonish
St Georges Bay
Canso
Pt Hawkesbury
Barrows
North Sydney
Sydney
Caledonia
Cape Breton
Pt Mulcrave
Guysboro
Sherbrooke
Cape Canso
Louisburg
Barrington
Shelburne
Roseinger L.
Liverpool
Mahone Bay
Lunenburg
C. Sable
Bras D'Or
EXPLANATION
Canadian Pacific System
Government Railways
Other Railways.


72°
47°
71°
46°
70°
69°
68°
67°
LORETTE
QUEBEC
STE. ANNE
CHAUDIERE
RIVER ST LAWRENCE
TADOUSAC
BEAUCE JN
ST JOSEPH
ST FRANCIS
ST GEORGE
LISLET
CAMPBELLTON
DU LOUP
LES PISTOLES
RIMOUSKI
ST FELICITE
ST NORBERT
EDMUNDSTON
Restigouche River
METAPEDIA
ST F XAVIER
DALHOUSIE
CAMPBELLTON
STE MARIA
GRAND FALLS
PRESQUE ISLE
AROOSTOOK
ANDOVER
TOP LAISTER R.
Moosehead L.
HOULTON
MATTAWAMKEAG
DEBEC
WOODSTOCK
MAINE CEN.
GASPE
PASPEBIAC
BATHURST
CHALEUR BAY
PERCE
CARAQUET
NEWCASTLE
CHATHAM
INDIANTOWN
BLACKVILLE
DERBY
DOAKTOWN
Miramichi River
MIRAMICHI BAY
McADAM JN
HARVEY
WATT JN
GIBSON
FREDERICTON
EXPLANATION
CANADIAN PACIFIC SYSTEM
GRAND TRUNK "
GOVERNMENT RAILWAYS
OTHER RAILWAYS

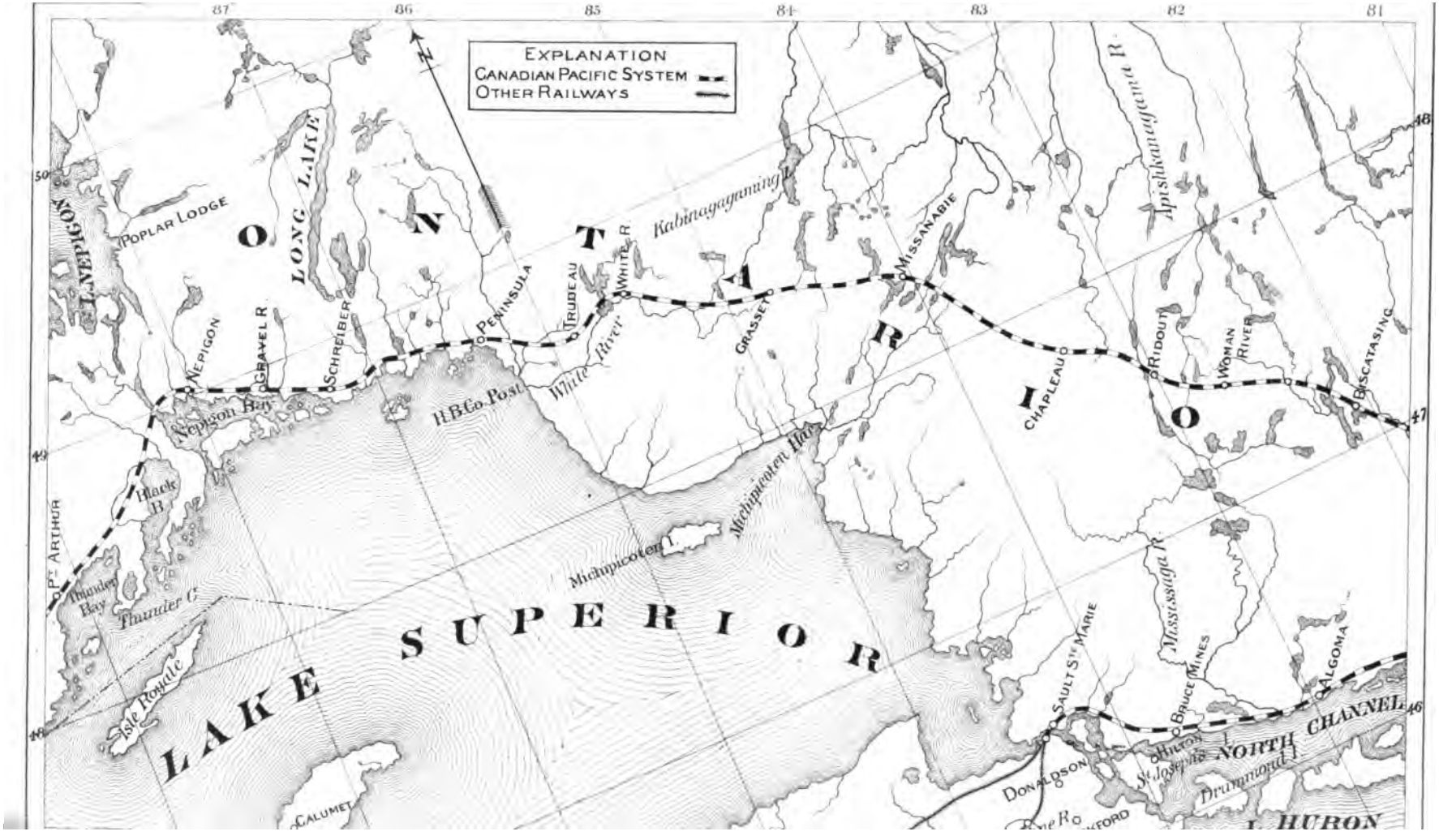

QUEBEC
NEW BRUNSWICK
MAINE
St LAWRENCE RIVER
River St John
Chamberlain's L.
Moosehead
N
TROIS PISTOLES
R. DU LOUP
BATHURST
LAKE EDWARD
LATUQUEU
R. A PIERRE
KAMOURASKA
EDMUNDSTON
NEWCASTLE
CHATHAM
DERBY
INDIANTOWN
BLACKVILLE
PLAISTER Rk
GRD FALLS
ST RAYMOND
LORETTE
QUEBEC
LEVIS
L'ISLET
ST ANNE
CAP PILES
3 RIVERS
CHAUDIERE
BEAUCE Jn
ST JOSEPH
ST FRANCIS
ST GEORGE
ARTHABASKA
DRUMMONDVILLE
L'AVENIR
RICHMOND
ACTON
SHERBROOKE
LENNOX Vt
L. MEGANTIC
DUDSWELL Jc.
WATERLOO
BROMPTON
MAGOG
BRIGHAM Jc.
ST CESAIRE
ST HYACINTHE
MONTREAL
ST LIN
ST JEROME
NAMASKA
JOLIETTE
ST FELIX
ST GABRIEL
L. MASKINONGE
DOUCETS
LYSTER
NICOLET
PRESQUE ISLE
ANDOVER
DOAKTOWN
HOULTON
DEBEC
WOODSTOCK Jn
WOODSTOCK
GIBSON
Wn CDN LAKE
FREDERICTON
HARVEY
FRED.TON Jn
McADAM Jn
MATTAWAMKEAG
WATT Jn
ST STEPHEN
CARLETON
ST ANDREWS
EXPLANATION
CANADIAN PACIFIC SYSTEM
GRAND TRUNK
GOVERNMENT R...

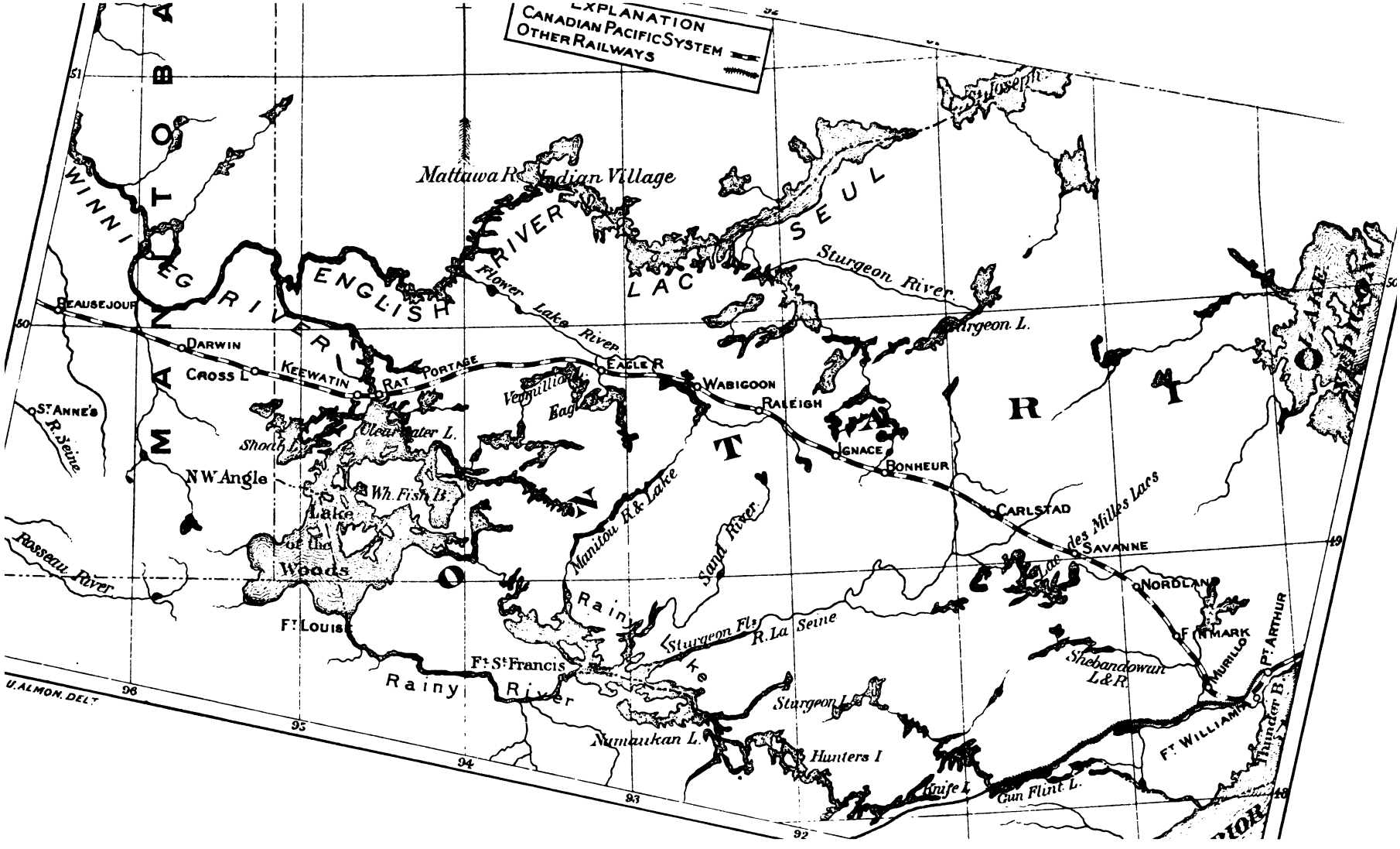

EXPLANATION
CANADIAN PACIFIC SYSTEM
GRAND TRUNK "
OTHER RAILWAYS
GEORGIAN BAY
LAKE ONTARIO
L. ERIE
QUEBEC
ONTARIO
NEW YORK
OTTAWA
MATTAWA
CALLANDER
SUNDRIDGE
EMSDALE
PARRY SOUND
PEMBROKE
COULONGE
DESERT
EGANVILLE
RENFREW
ARNPRIOR
BUCKINGHAM
HULL
ATLMER
L. MASKINONGE
MONTCALM
ST FELIX
JOLIETTE
ST JEROME
ST THERESE
LACHUTE
GRENVILLE
L'ORIGNAL
CARILLON
ST ANDRE
ST PLACIDE
ST EUSTACHE
MONTREAL
ST MARTIN
ST LAMBERT
ST CESAIRE
PENETANGUISHENE
MEAFORD
MIDLAND
COLLINGWOOD
GRAVENHURST
HALIBURTON
BANCROFT
PLEVNA
ALMONTE
CARLETON JCT
ORILLIA
KINMOUNT
COE HILL
FURNACE FLS
ST OLA
BRIDGE WATER
QUEENSBORO
SHARBOTL JCT
PERTH
SMITH'S FLS
BEETON
BARRIE
LAKE SIMCOE
SUTTON
LINDSAY
LORNEVILLE
COBOCONK
PETERBORO
CLEAR CREEK
ELDORADO
MADOC
LAKE FIELD
WESTPORT
KEMPTVILLE
MORRISBURG
CORNWALL
SISHORE
ST JOHNS
ST MARTINE
STANBRIDGE
ORANGEVILLE
STOUFFVILLE
CATARACT
FERGUS
GEORGETOWN
GUELPH
BRAMPTON
WESTON
TORONTO JCT
CARBORO JCT
MARKHAM
MILLBROOK
HARWOOD
TRENTON
NAPANEE
TAMWORTH
MARLBANK
YORKE
HARROWSMITH
PRESCOTT
DUNDEE
ROUSES PT
MOOERS JCT
MALONE
PLATTSBURG
ST ALBANS
BURLINGTON
MILTON
GALT
DUNDAS
HAMILTON
BRANTFORD
CALEDONIA
ST CATHARINES
CANFIELD
NIAGARA FLS
JARVIS
PORT COLBORNE
PORT DALHOUSIE
NIAGARA
WELLAND R W & O G
N Y C & H R
N Y W S & B
ERIE
ROCHESTER
OSWEGO
WHITBY
OSHAWA
COBOURG
PORT HOPE
PICTON
TORONTO
ST VINCENT
KINGSTON
R W & O G
BROCKVILLE
DE KALB JCT
OGDENSBURG
CANTON
NORWOOD
LAWRENCE
O G & L CH
WATERTOWN
UTICA & BL R
LOWVILLE
ELIZABETHTN
LAKE CHAMPLAIN
CEN VER

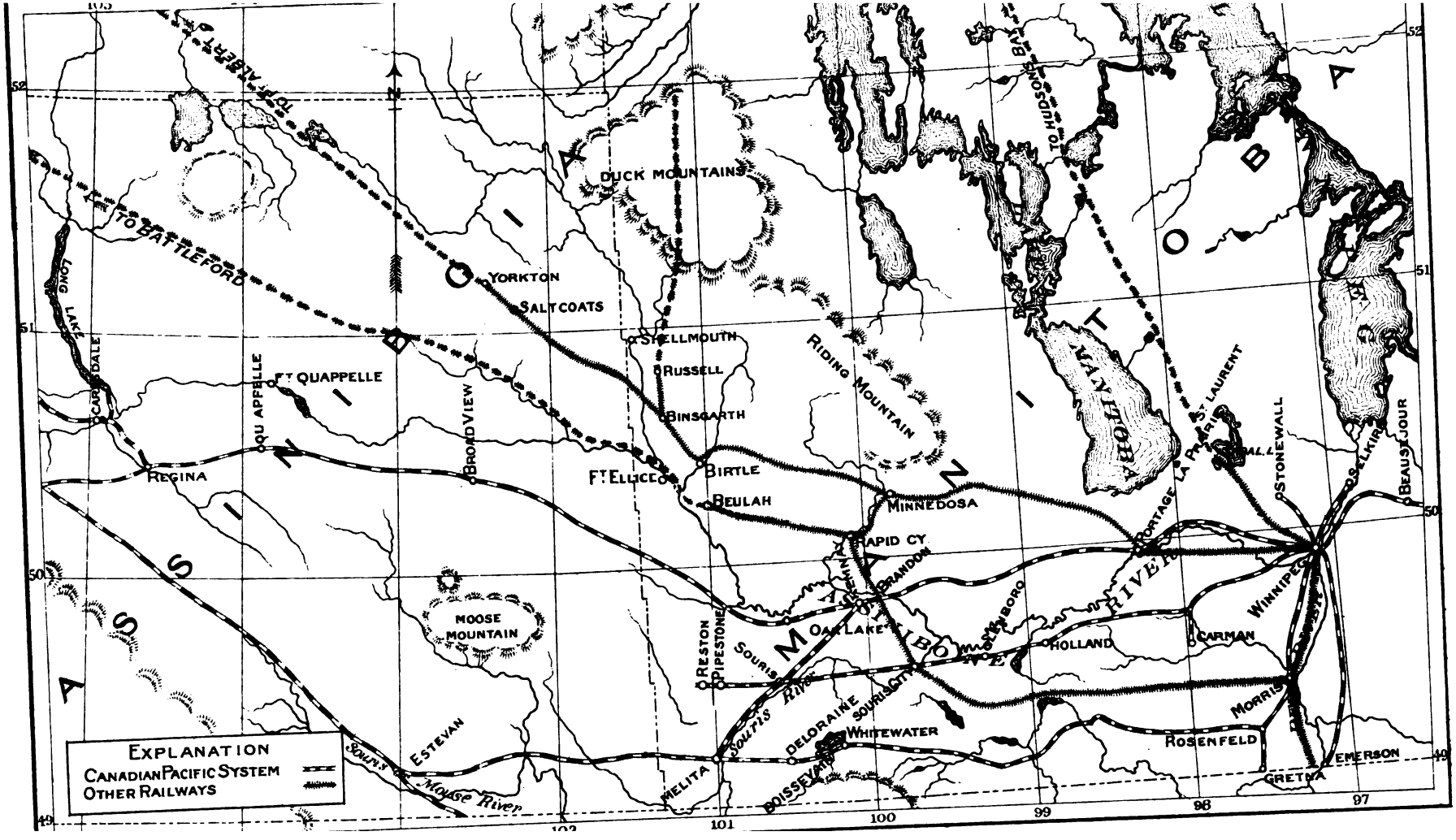


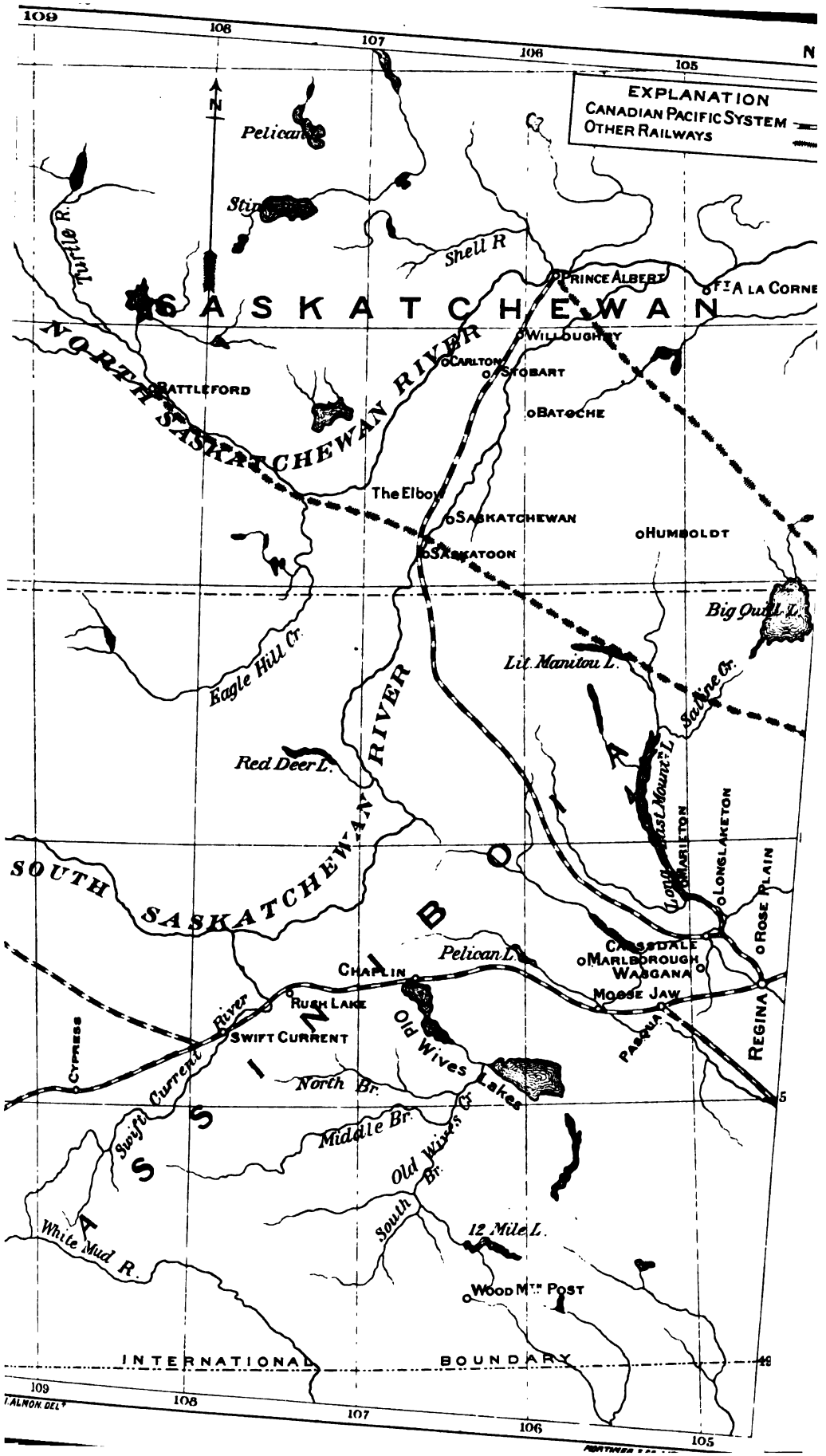
A. U. ALMON DELT

MORTIMER & CO. LITH. OTTAWA

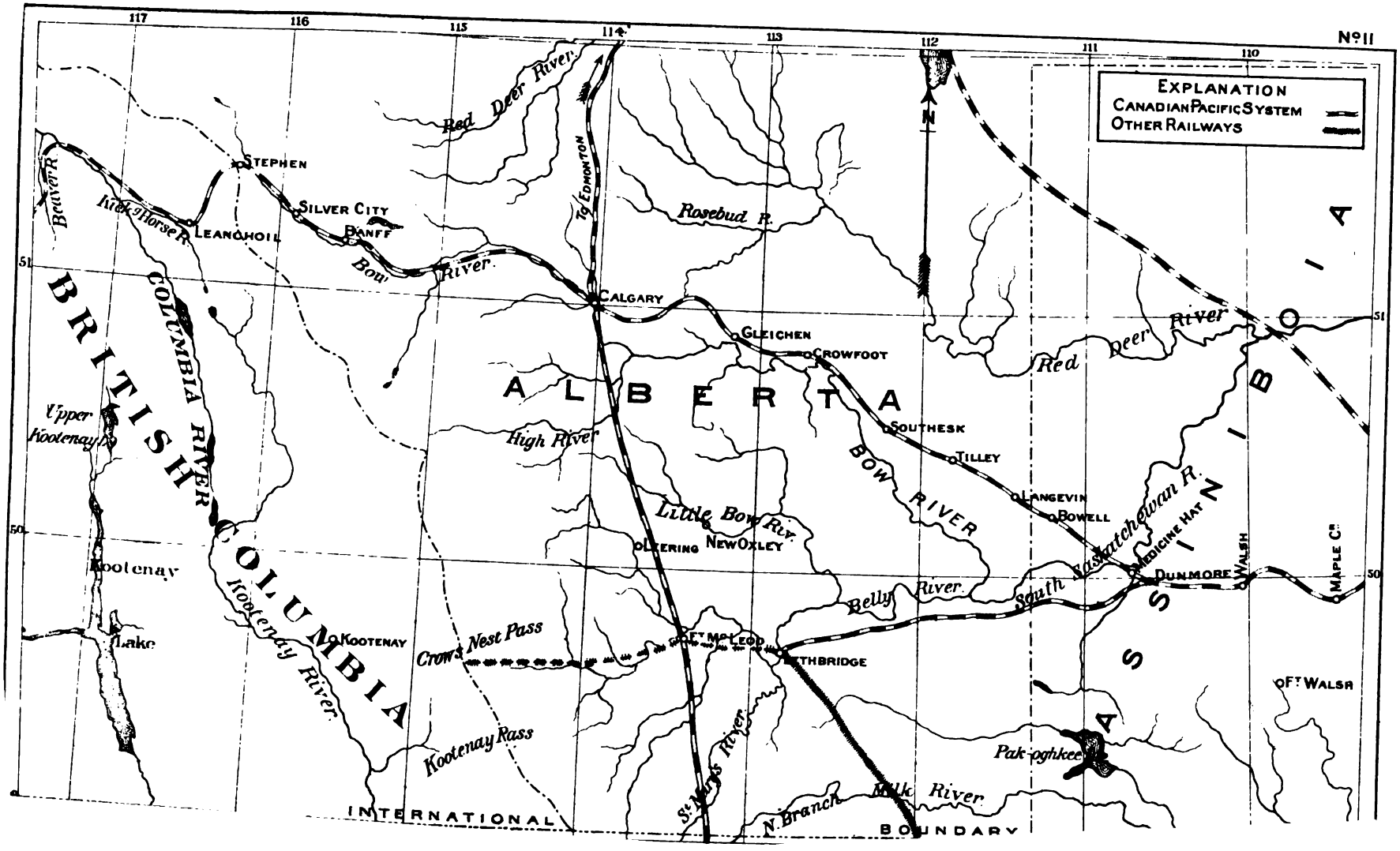

EXPLANATION
CANADIAN PACIFIC SYSTEM
OTHER RAILWAYS
ONTARIO
LAKE SUPERIOR
LONG LAKE
NEPIGON
POPLAR LODGE
NEPIGON
GRAVEL R
SCHREIBER
PENINSULA
TRUBEAU
WHITE R
White River
Kabinagagaming R
GRASSET
MISSANABIE
Apishkawagama R
RIDOUT
WOMAN RIVER
CHAPLEAU
BISCATASING
H.B.Co. Post
Nepigon Bay
Black B
Pt ARTHUR
Thunder Bay
Thunder C
Isle Royale
Michipicoten
Michipicoten Harb
CALUMET
SAULT Ste MARIE
Messissaga R
BRUCE MINES
ALGOMA
NORTH CHANNEL
HILTON
DONALDSON
St Joseph I
Drummond I
L. HURON
87
86
85
84
83
82
81
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49
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48
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46

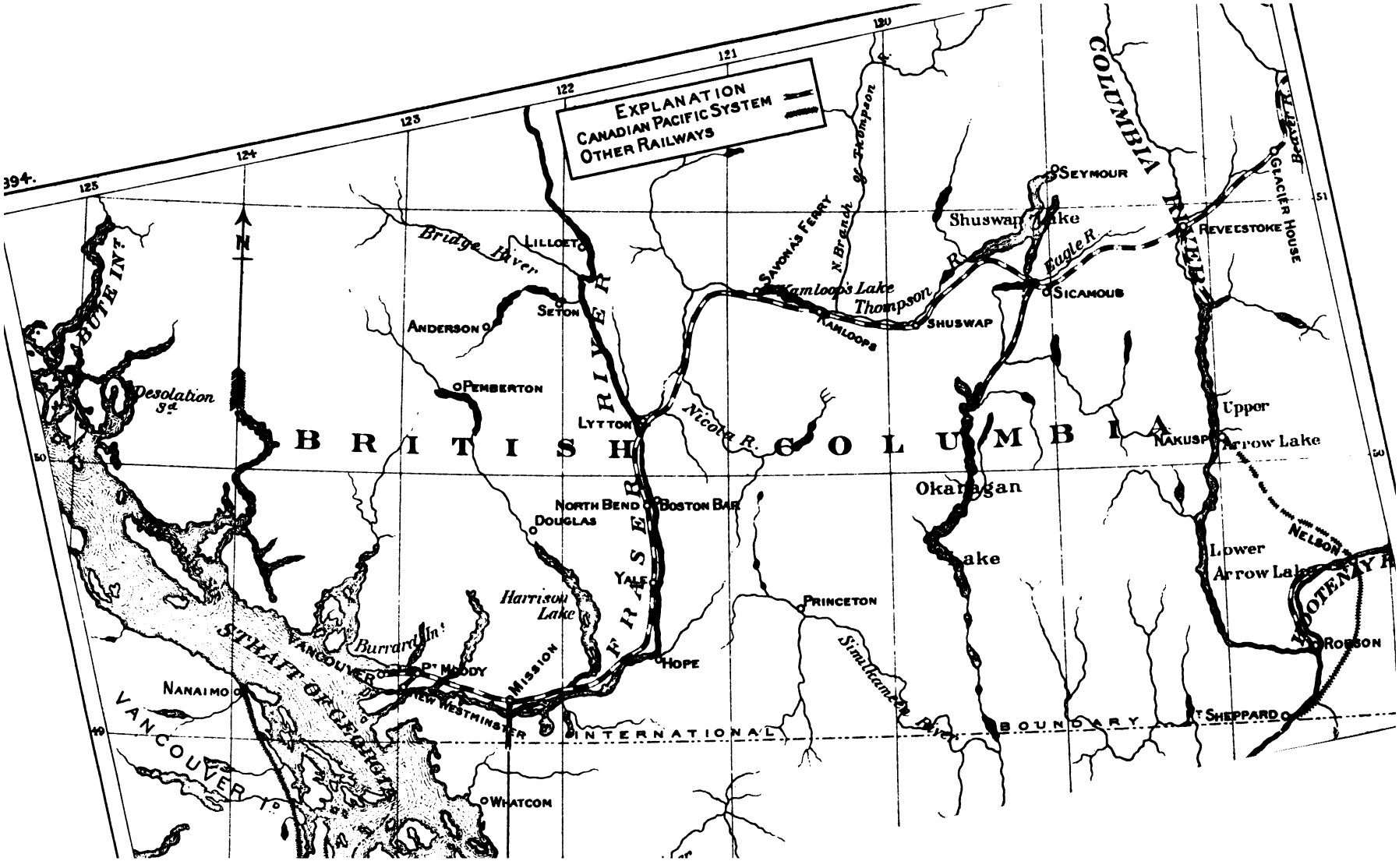

EXPLANATION
CANADIAN PACIFIC SYSTEM
OTHER RAILWAYS
MANITOBA
ONTARIO
WINNIPEG RIVER
ENGLISH RIVER
LAC SEUL
Mattawa R. Indian Village
Flower Lake River
Sturgeon River
Sturgeon L.
BEAUSEJOUR
DARWIN
CROSS L.
KEEWATIN
RAT PORTAGE
EAGLE R.
WABIGOON
RALEIGH
IGNACE
BONHEUR
CARLSTAD
Lac des Milles Lacs
SAVANNE
NORDLAND
FINMARK
MURILLO
Pt ARTHUR
Thunder B.
Ft WILLIAM
ST ANNE'S
R. Seine
NW Angle
Wh. Fish B.
Lake of the Woods
Rosseau River
Manitou R. & Lake
Sand River
Rainy
Sturgeon Fls
R. La Seine
Ft LOUIS
Ft St Francis
Rainy River
Shebandowan L. & R.
Sturgeon L.
Numaukan L.
Hunters I
Knife L.
Gun Flint L.
U. ALMON. DEL.
96
95
94
93
92


TO BATTLEFORD
TO ALBERTA
TO HUDSON BAY
DUCK MOUNTAINS
YORKTON
SALTCOATS
STELLMOUTH
RUSSELL
BINSCARTH
RIDING MOUNTAIN
LONG LAKE
CARNDALE
FT QUAPPELLE
QU APPELLE
BROADVIEW
REGINA
FT ELLICE
BIRTLE
BEULAH
MINNEDOSA
RAPID CY
BRANDON
MOOSE MOUNTAIN
RESTON
PIPESTONE
SOURIS
OAK LAKE
SOURIS RIVER
HOLLAND
CARMAN
WINNIPEG
MORRIS
ROSENFELD
GRETNA
EMERSON
DELORAINE
SOURIS CITY
WHITEWATER
BOISSEVAIN
ESTEVAN
MOOSE RIVER
MELITA
PORTAGE LA PRAIRIE
ST LAURENT
STONEWALL
BEAUSEJOUR
MANITOBA
ONTARIO
SASKATCHEWAN
EXPLANATION
CANADIAN PACIFIC SYSTEM
OTHER RAILWAYS
52
51
50
49
105
102
101
100
99
98
97

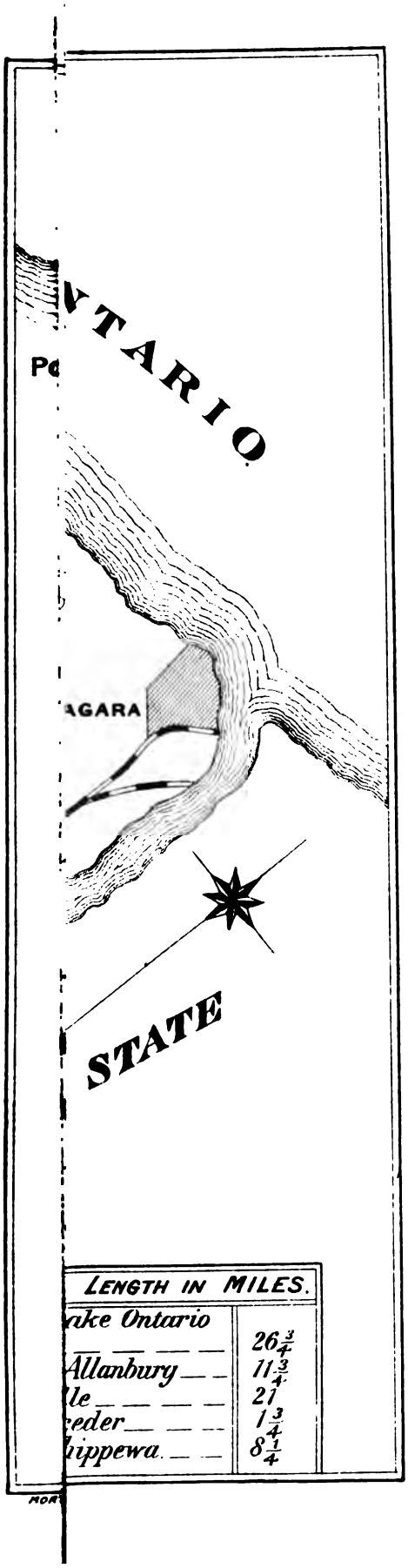

EXPLANATION
CANADIAN PACIFIC SYSTEM
OTHER RAILWAYS
SASKATCHEWAN
NORTH SASKATCHEWAN RIVER
SOUTH SASKATCHEWAN RIVER
ASSINIBOIA
Pelican L.
Turtle R.
Shell R.
PRINCE ALBERT
FT. A LA CORNE
WILLOUGHBY
CARLTON
STOBART
BATTLEFORD
BATOCHE
The Elbow
SASKATCHEWAN
SASKATOON
HUMBOLDT
Big Quill L.
Lit. Manitou L.
Eagle Hill Cr.
Red Deer L.
Salt Pine Cr.
LONGLAKETON
ROSE PLAIN
CRAIK
MARLBOROUGH
WAGANA
CHAPLIN
Pelican L.
RUSH LAKE
SWIFT CURRENT
MOOSE JAW
REGINA
PASQUA
CYPRESS
Swift Current River
North Br.
Middle Br.
South Br.
Old Wives Cr.
Old Wives Lakes
White Mud R.
12 Mile L.
WOOD MTN POST
INTERNATIONAL BOUNDARY
109
108
107
106
105

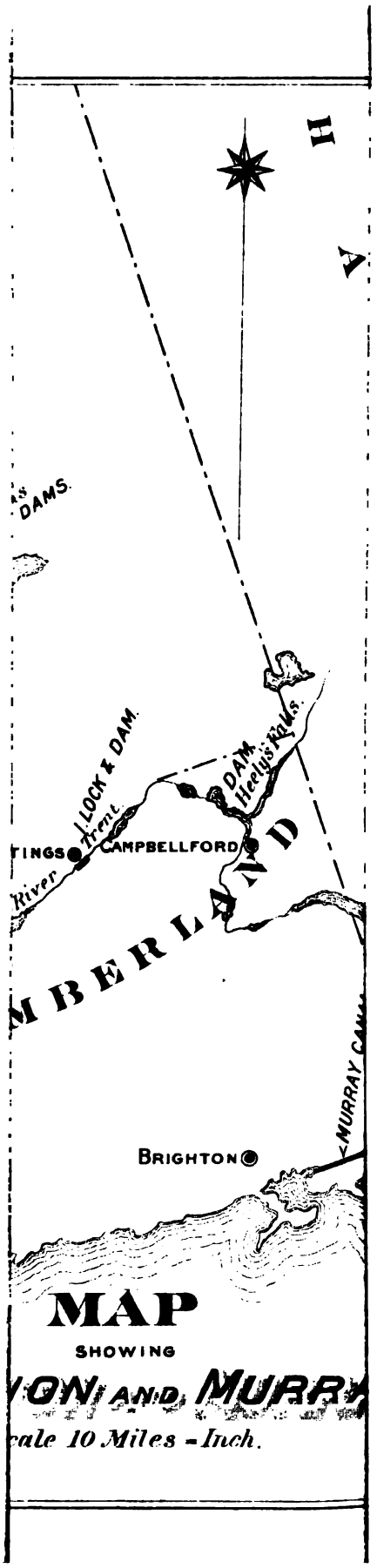
1894.


No 11
EXPLANATION
CANADIAN PACIFIC SYSTEM
OTHER RAILWAYS
N
117
116
115
114
113
112
111
110
51
50
BRITISH COLUMBIA
ALBERTA
ASSINIBOIA
Red Deer River
Beaver R.
Kick'g Horse R.
STEPHEN
LEANCHOIL
SILVER CITY
BANFF
Bow River
To EDMONTON
Rosebud R.
CALGARY
GLEICHEN
CROWFOOT
Red Deer River
Upper Kootenay
High River
SOUTHESK
TILLEY
LANGEVIN
BOWELL
BOW RIVER
Little Bow Riv.
OLDERING
NEWOXLEY
Saskatchewan R.
MEDICINE HAT
DUNMORE
WALSH
MAPLE CR
Kootenay
Belly River
South
COLUMBIA
Kootenay River
McKOOTENAY
Crow's Nest Pass
FT McLEOD
LETHBRIDGE
FT WALSH
Lake
Kootenay Pass
St Mary's River
Pak-oghkee
N. Branch
Milk River
INTERNATIONAL
BOUNDARY


394.
EXPLANATION
CANADIAN PACIFIC SYSTEM
OTHER RAILWAYS
BRITISH COLUMBIA
INTERNATIONAL BOUNDARY
COLUMBIA R.
FRASER RIVER
Thompson R.
Eagle R.
Bridge River
N. Branch of Thompson
Nicola R.
Similkameen River
Harrison Lake
Kamloop's Lake
Shuswap Lake
Okanagan Lake
Upper Arrow Lake
Lower Arrow Lake
Desolation Sd.
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VANCOUVER I.
LILLOOET
SETON
ANDERSON
PEMBERTON
LYTTON
NORTH BEND
BOSTON BAR
DOUGLAS
YALE
HOPE
PRINCETON
MISSION
NEW WESTMINSTER
P. MOODY
BURRARD INLET
VANCOUVER
NANAIMO
WHATCOM
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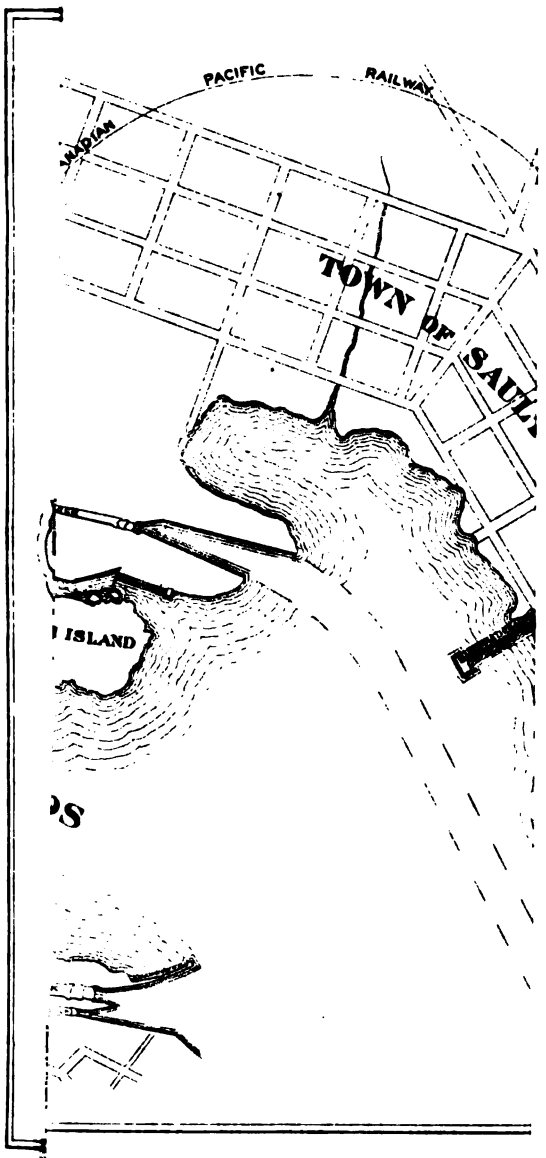
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APPENDIX No. 1.

STATEMENT showing the amount expended by the Department of Railways and Canals, Dominion of Canada, during the Fiscal Year ending 30th June, 1894.

Name of Work.	Capital.	Income.	Staff.	Repairs.
CANALS.	$ cts.	$ cts.	$ cts.	$ cts.
Lachine	$67,345 14			
Less refunds previous years.	3,000 00			
	64,345 14	15,856 74	60,174 03	40,939 70
Soulanges	723,380 95			
Cornwall	404,990 22		15,344 02	7,733 54
Rapide Plat. } Williamsburg Canals	274,397 42		10,230 09	7,029 95
Galops }	223,992 81			
Beauharnois		6,547 72	20,574 53	13,903 46
Welland	1,571 78	13,430 20	102,018 80	53,053 71
Murray			5,667 52	5,295 57
Trent	3,412 32	20,403 93	3,785 47	4,988 59
Carillon		20,034 94	14,144 98	11,620 09
Grenville	385 55			
St. Peter's	437 05	3,852 21	2,935 94	1,986 70
Sault Ste. Marie	1,316,529 29			
St. Lawrence River and Canals	13,721 66			
Chambly		8,567 78	19,040 93	11,920 74
Rideau		14,485 11	34,943 35	16,939 47
Culbute		2,540 14	730 00	494 43
Ste. Anne's		3,497 56	2,640 00	2,799 63
St. Ours			2,216 68	924 55
Miscellaneous works not provided for		1,296 15	1,390 53	
Arbitrations and awards		540 70		
Surveys and inspections		1,046 26		
Salaries of extra clerks and copyists		666 31		
Salaries of engineers, draughtsmen and extra clerks		15,080 00		
Lachine Canal Commission		1,295 74		
Dredge vessels				2,187 79
do Rideau				5,975 68
Salaries and contingencies of canal officers			39,134 60	
Sunday labour			11,050 55	
Compensation to H. Martial for injuries received when working on Chambly Canal				500 00
Compensation to D. Fugère for time laid up from injuries received, St. Peter's Canal				26 07
Total on Canals	3,027,164 19	129,141 49	346,022 02	188,319 67
RAILWAYS.				
Intercolonial	166,362 43		2,981,671 98	
Windsor Branch			17,645 09	
Prince Edward Island			226,891 06	
Canadian Pacific	146,539 87			
Cape Breton	158,770 61			
Oxford and New Glasgow	112,382 75			
Annapolis and Digby	1,675 36			
Montreal and European Short Line	17 99			
Surveys and inspections		4,452 53		
Railway statistics		176 23		
Railway subsidies	1,043,285 10			
Reporting evidence before Railway Committee of Privy Council		226 35		
Total on Railways	1,629,034 11	4,855 11	3,226,208 13	
Total on Railways and Canals	4,656,198 30	133,996 60	3,572,230 15	188,319 67

Total amount expended, $8,550,744.72.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

LEONARD SHANNON,
Accountant.

APPENDIX No. 2.

STATEMENTS showing the amounts expended on Construction, Renewals, Ordinary Repairs and Working Staff of the Canals of the Dominion of Canada, up to the 30th June, 1894.

ST. PETER'S CANAL.

—	Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation	...	156,523 32			
do since do do ..	1868	21,519 72			
do do do do ..	1869	70,719 80			
do do do do ..	1870		46,193 57		
do do do do ..	1871			225 36	555 78
do do do do ..	1872			280 00	6,122 07
do do do do ..	1873			343 32	6,539 58
do do do do ..	1874			725 93	1,558 57
do do do do ..	1875	20 97		560 00	889 35
do do do do ..	1876	11,125 00		641 55	
do do do do ..	1877	63,330 18		600 00	17 45
do do do do ..	1878	26,511 51		600 00	
do do do do ..	1879	107,337 75		631 50	
do do do do ..	1880	80,120 54		400 00	
do do do do ..	1881	69,434 76		959 58	
do do do do ..	1882	484 00		1,920 54	200 63
do do do do ..	1883			2,089 19	232 42
do do do do ..	1884	2,471 40		2,601 47	367 85
do do do do ..	1885	16,820 15		1,929 11	183 11
do do do do ..	1886	2,316 85		2,360 67	297 81
do do do do ..	1887	1,087 75	750 00	2,777 13	343 23
do do do do ..	1888			3,217 77	1,588 40
do do do do ..	1889		500 00	3,085 29	353 38
do do do do ..	1890			3,110 15	255 34
do do do .	1891	972 65	510 53	3,255 30	312 02
do do do do ..	1892	14,387 00	30,936 82	3,007 70	1,461 24
do do do do ..	1893	811 59	9,987 78	2,938 15	1,856 30
do do do do ..	1894	437 05	3,852 21	2,935 94	1,986 70
Total.....		646,431 99	92,730 91	41,195 65	25,121 23

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

STATEMENTS showing the amounts expended on Construction, Renewals, &c.—*Con.*

BAIE VERTE CANAL—SURVEY.

——	Year ending 30th June.	Capital.	Income.
		$ cts.	$ cts.
Government expenditure prior to Confederation			
do since do	1868		
do do do	1869		
do do do	1870		
do do do	1871		17,929 34
do do do	1872		6,399 41
do do do	1873		14,943 83
do do do	1874		4,018 90
do do do	1875		443 00
do do do	1876		110 75
do do do	1877		22 30
do do do	1878		
do do do	1879		
do do do	1880		
do do do	1881		520 00
do do do	1882		
do do do	1883		
do do do	1884		
do do do	1885		
do do do	1886		
do do do	1887		
do do do	1888		
do do do	1889		
do do do	1890		
do do do	1891		
do do do	1892		
do do do	1893		
do do do	1894		
Total			44,387 53

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

STATEMENTS showing the amounts expended on Construction, Renewals, &c.—*Con.*

LACHINE CANAL.

——	Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Expenditure by Imperial Government		40,000 00			
Government expenditure prior to Confederation		2,547,532 85			
do since do ..	1868		1,852 70	13,742 05	10,431 51
do do do ..	1869	2,000 00		14,209 02	12,085 84
do do do ..	1870			15,834 49	13,302 39
do do do ..	1871		12,231 40	17,478 52	15,093 25
do do do ..	1872	36,708 15		16,076 93	12,334 69
do do do ..	1873	7,824 28	35,158 21	23,601 03	34,300 60
do do do ..	1874	158,618 35		25,811 07	22,828 66
do do do ..	1875	197,420 52		28,592 01	30,057 34
do do do ..	1876	327,769 39		33,797 73	29,103 65
do do do ..	1877	1,439,375 73		33,148 86	19,824 33
do do do ..	1878	1,484,619 63		39,062 97	13,646 41
do do do ..	1879	958,053 30		42,338 84	12,400 78
do do do ..	1880	369,566 74		38,950 90	10,223 62
do do do ..	1881	292,165 51		39,027 99	19,888 33
do do do ..	1882	252,821 33	2,978 66	41,158 90	17,116 46
do do do ..	1883	396,496 96	1,859 68	45,554 91	18,199 59
do do do ..	1884	188,266 18		48,624 51	19,683 24
do do do ..	1885	111,215 23		49,004 85	20,199 78
do do do ..	1886	210,509 42		50,969 10	19,199 18
do do do ..	1887	28,772 52	12,981 59	53,113 97	22,567 81
do do do ..	1888	19,414 34	7,996 38	52,229 61	19,999 64
do do do ..	1889	76,032 96	972 71	54,110 67	22,957 71
do do do ..	1890	7,448 03	8,238 46	53,114 34	22,999 38
do do do ..	1891	217 53	16,155 75	50,721 69	36,292 98
do do do ..	1892	87,852 35	27,480 80	52,729 37	67,499 62
do do do ..	1893	445,983 21	50,937 40	53,185 00	51,616 79
do do do ..	1894	64,345 14	15,856 74	60,174 03	40,939 70
Total.....		9,751,029 65	194,700 48	1,046,363 36	634,793 28

BEAUHARNOIS CANAL.

Government expenditure prior to Confederation		1,611,424 11			
do since do ..	1868		63,193 75	9,349 99	6,216 98
do do do ..	1869		55 00	9,626 99	6,498 57
do do do ..	1870		27 50	10,117 57	6,384 81
do do do ..	1871			12,316 53	5,722 36
do do do ..	1872		27 50	11,792 46	15,733 38
do do do ..	1873		5,122 50	12,210 73	9,882 06
do do do ..	1874		26 00	15,392 51	10,990 56
do do do ..	1875		36 00	14,399 32	12,253 01
do do do ..	1876			14,465 86	17,170 83
do do do ..	1877			14,377 63	15,207 36
do do do ..	1878			14,383 37	9,861 05
do do do ..	1879			15,015 86	10,370 71
do do do ..	1880	266 15		15,362 61	8,997 34
do do do ..	1881			17,659 93	10,770 67
do do do ..	1882			18,804 53	20,813 86
do do do ..	1883		6,727 44	18,287 77	15,826 71
do do do ..	1884		3,277 98	19,107 38	16,232 61
do do do ..	1885		7,999 79	18,960 40	14,637 70
do do do ..	1886		8,491 80	19,228 90	14,356 00
do do do ..	1887		3,633 57	18,867 45	14,999 88
do do do ..	1888		14,411 97	19,325 05	14,285 98
do do do ..	1889		10,993 52	20,019 11	14,982 54
do do do ..	1890			19,847 42	14,999 20
do do do ..	1891		17,085 68	18,886 86	12,537 39
do do do ..	1892		1,696 23	20,050 01	14,999 80
do do do ..	1893			20,348 34	14,107 11
do do do ..	1894		6,547 72	20,574 53	13,903 46
Total.....		1,611,690 26	149,353 95	438,779 11	342,741 93

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

LEONARD SHANNON,
Accountant.

STATEMENTS showing the amounts expended on Construction, Renewals, &c.—*Con.*

ST. LAWRENCE RIVER AND CANALS, SURVEYS, &c.

	Year ending 30th June.	Chargeable to Capital.	Chargeable to Income.
		$ cts.	$ cts.
Government expenditure prior to Confederation		18,442 85	98,378 46
do since do	1868		
do do do	1869		
do do do	1870		
do do do	1871		
do do do	1872		
do do do	1873	33,241 69	
do do do	1874	26,541 30	
do do do	1875	20,611 36	
do do do	1876	50,215 47	
do do do	1877	47,377 31	
do do do	1878	5,570 46	
do do do	1879	9,265 77	
do do do	1880	9,214 56	
do do do	1881	6,927 96	
do do do	1882	28,933 45	
do do do	1883	44,874 31	
do do do	1884	89,846 03	
do do do	1885	115,110 17	
do do do	1886	116,051 73	
do do do	1887	74,437 31	
do do do	1888	56,482 85	
do do do	1889	18,493 92	
do do do	1890	23,979 91	
do do do	1891	35,137 25	
do do do	1892	59,779 31	
do do do	1893	52,643 39	
do do do	1894	13,721 66	
Total		956,900 02	98,378 46

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

STATEMENTS showing the amounts expended on Construction, Renewals, &c.—*Con.*

CORNWALL CANAL.

——	Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation		1,933,152 69			
do since do do ..	1868		2,786 00	11,244 47	3,774 18
do do do do ..	1869	10,692 04		10,347 91	3,859 14
do do do do ..	1870		17,780 05	10,368 16	7,145 42
do do do do ..	1871		7 50	11,848 39	8,891 61
do do do do ..	1872		10,000 21	10,594 30	8,163 70
do do do do ..	1873		1,011 75	13,042 25	12,467 65
do do do do ..	1874			13,405 20	7,610 70
do do do do ..	1875	1,780 00		13,351 91	7,097 34
do do do do ..	1876			13,320 61	6,423 67
do do do do ..	1877	49,211 37		13,375 70	6,440 54
do do do do ..	1878	145,015 45		13,825 50	4,935 21
do do do do ..	1879	143,092 05		13,817 96	4,983 15
do do do do ..	1880	109,454 95		14,440 33	9,735 76
do do do do ..	1881	53,948 14		15,173 60	5,524 10
do do do do ..	1882	44,587 61		15,052 20	6,634 62
do do do do ..	1883	21,728 93		18,283 67	8,361 71
do do do do ..	1884	23,018 13		18,475 48	9,007 73
do do do do ..	1885	62,034 90	16,298 96	15,988 96	12,368 51
do do do do ..	1886	57,820 83	6,960 95	15,994 80	11,832 83
do do do do ..	1887	46,966 43		17,520 54	12,100 29
do do do do ..	1888	67,945 74		16,938 54	13,942 64
do do do do ..	1889	163,9?3 85		17,890 55	58,205 26
do do do do ..	1890	365,038 01	2,000 00	17,063 49	12,758 18
do do do do ..	1891	599,001 85	1,459 98	16,077 72	9,830 05
do do do do ..	1892	398,555 25	2,345 26	15,596 66	9,864 36
do do do do ..	1893	352,536 13		15,173 01	9,668 14
do do do do ..	1894	404,990 22		15,344 02	7,733 54
Total		5,084,564 57	60,650 66	393,555 93	279,360 03

WILLIAMSBURG CANALS.

Government expenditure prior to Confederation		1,320,655 54			
do since do do ..	1868			5,745 97	6,442 41
do do do do ..	1869			5,769 81	5,670 88
do do do do ..	1870			5,573 13	6,546 16
do do do do ..	1871			6,382 17	5,308 41
do do do do ..	1872		1,077 00	5,542 94	3,230 07
do do do do ..	1873			6,424 49	7,347 75
do do do do ..	1874			6,857 19	7,395 92
do do do do ..	1875			6,547 62	4,110 29
do do do do ..	1876			7,418 39	11,690 98
do do do do ..	1877			7,388 08	10,053 61
do do do do ..	1878			7,430 11	4,449 78
do do do do ..	1879			7,517 20	3,549 71
do do do do ..	1880			7,590 15	3,999 77
do do do do ..	1881			7,572 35	5,020 73
do do do do ..	1882			7,589 44	7,447 69
do do do do ..	1883	13 19		7,423 48	7,299 39
do do do do .	1884	2,473 44		7,757 04	7,349 37
do do do do ..	1885	103,237 12		7,696 67	8,198 03
do do do do ..	1886	149,835 71		7,671 54	7,847 05
do do do do ..	1887	115,853 00		7,635 54	7,904 76
do do do do ..	1888	70,128 29	1,613 67	7,646 79	8,190 13
do do do do ..	1889	59,867 26		7,485 28	8,794 61
do do do do ..	1890	139,078 37		8,954 53	8,191 69
do do do do ..	1891	230,670 60		8,678 25	7,987 40
do do do do ..	1892	376,545 32	797 83	9,458 33	8,551 32
do do do do ..	1893	372,193 29	3,675 00	8,676 03	8,347 97
do do do do ..	1894	498,390 23		10,230 09	7,029 95
Total	..	3,438,941 36	7,163 50	200,662 61	187,955 83

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

LEONARD SHANNON,
Accountant.

STATEMENTS showing the amounts expended on Construction, Renewals, &c.—*Con.*

WELLAND CANAL.

——	Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Imperial Government		222,220 00			
Government expenditure prior to Confederation		7,416,019 83			
do since do	1868	12,097 84		37,679 05	38,852 96
do do do	1869	43,486 36		39,060 61	50,773 03
do do do	1870		22,173 72	40,340 45	65,009 19
do do do	1871		48,569 10	42,383 33	53,381 02
do do do	1872	53,680 32	6,022 44	37,085 37	50,276 90
do do do	1873	82,282 20	47,876 27	45,382 99	66,550 73
do do do	1874	746,420 61		50,966 48	103,666 99
do do do	1875	1,047,119 91		52,595 00	88,539 99
do do do	1876	1,569,478 19	700 00	57,623 31	81,376 12
do do do	1877	2,199,962 61		59,963 47	49,783 93
do do do	1878	2,138,392 99		60,138 59	66,393 53
do do do	1879	1,552,697 41		59,942 23	56,755 57
do do do	1880	1,252,924 75		63,198 10	76,535 25
do do do	1881	1,242,943 37	6,593 19	56,398 04	69,249 53
do do do	1882	603,402 17	13,664 80	74,641 51	84,374 97
do do do	1883	549,433 29	5,979 03	109,207 21	72,707 62
do do do	1884	432,336 21		113,276 87	90,926 97
do do do	1885	463,505 38	6,150 21	112,670 00	91,534 66
do do do	1886	215,380 75	1,359 00	111,660 22	69,507 48
do do do	1887	1,071,073 87	3,828 67	109,371 69	77,440 80
do do do	1888	429.720 94	10,740 86	110,806 01	86,618 97
do do do	1889	225,910 21	43,803 80	113,587 05	77,547 77
do do do	1890	117,633 22	51,648 28	109,202 02	72,686 19
do do do	1891	36,371 03	19,767 73	107,662 63	82,548 30
do do do	1892	29,541 21	9,008 80	104,673 73	73,771 87
do do do	1893	8,259 94	25,103 13	104,926 73	65,016 84
do do do	1894	1,571 78	13,430 20	102,018 80	53,053 71
Total		23,763,866 39	336,419 23	2,086,461 49	1,914,780 89

STE. ANNE'S LOCK AND CANAL.

Government expenditure prior to Confederation		134,456 51			
do since do	1868			778 16	432 47
do do do	1869			1,062 96	1,873 51
do do do	1870			1,136 54	1,280 36
do do do	1871			1,285 84	1,539 02
do do do	1872		1,939 46	1,106 80	1,393 63
do do do	1873		540 11	2,199 64	1,264 40
do do do	1874	12,753 27		2,614 90	7,208 63
do do do	1875	32,627 71		1,859 20	4,506 68
do do do	1876	24,935 85		1,952 14	4,033 72
do do do	1877	30,003 08		1,982 65	1,756 93
do do do	1878	14,618 85		2,057 32	541 95
do do do	1879	22,113 02		2,202 03	3,259 70
do do do	1880	3,054 68		2,152 57	1,704 71
do do do	1881	69,042 76		2,553 02	3,257 92
do do do	1882	193,158 36		2,611 30	2,343 99
do do do	1883	172,959 95		2,569 86	3,448 83
do do do	1884	142,006 25		2,775 32	2,725 49
do do do	1885	93,679 57		2,618 60	4,042 04
do do do	1886	129,681 67		2,611 90	5,803 01
do do do	1887	45,276 08	6,054 10	2,537 41	1,499 96
do do do	1888	18,910 55	1,372 59	2,505 61	1,380 75
do do do	1889	24,786 33		2,569 22	1,750 79
do do do	1890	6,151 14		2,571 04	1,525 51
do do do	1891		8,173 69	2,505 69	1,503 56
do do do	1892		25,471 61	2,571 28	1,666 21
do do do	1893		6,521 88	2,581 08	2,800 03
do do do	1894		3,497 56	2,640 00	2,799 63
Total		1,170,215 63	53,571 00	58,612 08	67,323 43

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

LEONARD SHANNON,
Accountant.

STATEMENTS showing the amounts expended on Construction, Renewals, &c.—*Con.*

CARILLON AND GRENVILLE CANALS.

——	Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation		63,053 64			
do since do	1868		19,817 22	6,301 88	8,911 28
do do do	1869			6,549 38	10,157 42
do do do	1870		4,167 96	6,617 81	9,852 09
do do do	1871		23,119 37	8,676 90	8,218 24
do do do	1872	165,257 28		8,324 51	17,235 31
do do do	1873	133,199 10	3,051 38	10,068 28	8,781 50
do do do	1874	245,288 38		10,710 88	10,605 82
do do do	1875	339,864 76		10,378 57	18,520 44
do do do	1876	326,293 16		10,764 38	11,475 96
do do do	1877	245,738 04		11,050 27	10,304 06
do do do	1878	22,676 20		11,401 30	5,082 72
do do do	1879	243,141 24		11,501 22	7,629 98
do do do	1880	281,514 27		11,959 14	7,625 54
do do do	1881	336,707 53		13,059 18	8,076 91
do do do	1882	433,084 39		14,387 49	7,582 68
do do do	1883	433,575 10		17,479 58	8,310 02
do do do	1884	399,267 16		17,393 91	7,918 42
do do do	1885	157,187 72		19,702 30	10,429 26
do do do	1886	104,973 24	75 00	20,597 82	9,303 31
do do do	1887	20,747 11		20,011 36	10,554 41
do do do	1888	38,996 29		21,531 12	10,036 62
do do do	1889	298 17		22,098 88	10,135 66
do do do	1890	17 58	4,526 61	15,896 16	7,582 38
do do do	1891		4,395 25	21,230 22	10,796 68
do do do	1892	34,585 64	15,036 48	17,458 69	8,620 15
do do do	1893	207 00	42,298 74	16,762 71	10,669 28
do do do	1894	385 55	20,034 94	14,144 98	11,620 09
Total.....		4,025,938 55	136,522 95	376,058 92	266,036 23

CULBUTE LOCK AND DAM.

Government expenditure since Confederation.	1868				
do do do	1869				
do do do	1870				
do do do	1871				
do do do	1872				
do do do	1873		835 53		
do do do	1874		38,388 99		
do do do	1875	63,659 29			
do do do	1876	76,842 44			
do do do	1877	56,081 87			
do do do	1878	5,933 53			
do do do	1879	20,694 19			
do do do	1880	16,688 20		202 50	259 31
do do do	1881	4,721 62		962 85	
do do do	1882	29,567 15		790 00	162 33
do do do	1883	14.249 60		695 00	288 99
do do do	1884	8,151 16		733 50	
do do do	1885	19,071 76		730 00	572 75
do do do	1886	26,385 27		730 00	2,396 14
do do do	1887	7,760 88		730 00	967 33
do do do	1888	7,573 99		739 50	730 60
do do do	1889	17,112 01		1,050 00	116 53
do do do	1890	2,818 35		747 83	
do do do	1891	2,183 15	9,122 05	745 25	499 91
do do do	1892		1,546 25	736 00	
do do do	1893		1,420 65	749 00	13 55
do do do	1894		2,540 14	730 00	494 43
Total		379,494 46	53.853 61	11,071 43	6,501 87

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

LEONARD SHANNON,
Accountant.

STATEMENTS showing the amounts expended on Construction, Renewals, &c.—*Con.*

RIDEAU CANAL.

——	Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Imperial Government		3,911,701 47			
Government expenditure prior to Confederation		153,062 60			
do since do do	1868		7,298 12	18,397 28	16,475 21
do do do do	1869			19,250 71	13,140 77
do do do do	1870		13 16	20,022 37	19,469 33
do do do do	1871		11,732 98	22,814 58	18,120 52
do do do do	1872		4,967 50	22,139 48	14,005 32
do do do do	1873		18,070 97	22,841 51	26,074 49
do do do do	1874		5,793 16	26,815 44	22,957 40
do do do do	1875	9,310 85		26,553 37	19,699 81
do do do do	1876	2,163 96		26,430 77	14,428 25
do do do do	1877	214 11		25,959 56	14,198 18
do do do do	1878			26,651 51	11,034 22
do do do do	1879	7,703 88		26,042 52	7,134 55
do do do do	1880			26,463 88	11,434 05
do do do do	1881		133 50	26,024 71	8,627 00
do do do do	1882			26,915 29	13,860 28
do do do do	1883		70 65	27,322 81	23,524 84
do do do do	1884		4,597 50	26,938 95	19,245 02
do do do do	1885		2,098 76	26,972 32	18,189 55
do do do do	1886		550 00	27,045 95	35,648 04
do do do do	1887		20,823 96	29,440 46	18,565 34
do do do do	1888		18,889 48	33,458 83	25,478 87
do do do do	1889		6,665 22	33,801 77	18,106 36
do do do do	1890		21,124 10	34,270 57	18,025 21
do do do do	1891		20,967 25	34,641 98	21,537 56
do do do do	1892		31,363 23	35,500 82	21,507 16
do do do do	1893		24,274 71	35,022 49	18,789 50
do do do do	1894		14,485 11	34,943 35	16,939 47
Total		4,084,156 87	213,919 36	742,682 28	486,216 30

ST. OURS LOCK.

Government expenditure prior to Confederation		121,537 65			
do since do do	1868			1,532 75	753 74
do do do do	1869			1,755 15	1,399 18
do do do do	1870			1,458 09	1,006 22
do do do do	1871			1,414 48	1,210 98
do de do do	1872			1,565 80	1,263 19
do do do do	1873			2,076 50	1,575 10
do do do do	1874			2,219 13	2,363 42
do do do do	1875			1,362 22	1,245 69
do do do do	1876			1,403 92	1,601 71
do do do do	1877			1,533 40	750 80
do do do do	1878			1,556 65	283 77
do do do do	1879			1,581 55	456 07
do do do do	1880			1,614 01	705 54
do do do do	1881			1,741 97	1,299 77
do do do do	1882			2,002 71	1,902 41
do do do do	1883		17,230 32	2,361 65	2,188 08
do do do do	1884		5,279 17	2,315 37	1,494 99
do do do do	1885		4,700 64	2,271 57	3,652 63
do do do do	1886			2,311 70	4,143 47
do do do do	1887			2,175 37	5,864 78
do do do do	1888			2,216 04	2,801 17
do do do do	1889		17,964 45	2,421 14	2,002 63
do do do do	1890		24,571 96	2,138 40	1,935 44
do do do do	1891		21,696 74	2,011 08	4,460 16
do do do do	1892		3,585 34	2,168 44	1,944 33
do do do do	1893			2,136 66	1,994 34
do do do do	1894			2,216 68	924 55
Total		121,537 65	95,028 62	51,562 43	51,224 16

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

LEONARD SHANNON,
Accountant.

STATEMENTS showing the amounts expended on Construction, Renewals, &c.—*Con.*

CHAMBLY CANAL.

——	Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation		634,711 76			
do since do	1868			8,312 90	9,355 70
do do do	1869			8,437 22	13,120 97
do do do	1870			8,934 41	20,180 73
do do do	1871		2,839 85	10,214 71	22,426 33
do do do	1872		1,906 40	9,628 50	22,327 99
do do do	1873		759 00	10,390 44	11,789 27
do do do	1874		2,810 00	11,675 67	16,427 19
do do do	1875	2,415 00		12,201 99	16,306 91
do do do	1876			10,593 14	13,273 56
do do do	1877	80 00		10,281 78	10,111 32
do do do	1878			10,413 99	6,022 96
do do do	1879			11,301 53	8,809 77
do do do	1880			11,516 22	12,377 74
do do do	1881			13,950 47	20,705 17
do do do	1882		31,796 41	16,686 78	16,843 60
do do do	1883		21,332 36	15,904 38	15,182 24
do do do	1884		41,640 77	18,448 85	12,003 34
do do do	1885		21,049 23	18,378 55	13,046 95
do do do	1886		14,547 27	19,501 28	11,999 77
do do do	1887		17,911 17	19,053 62	20,071 37
do do do	1888		65,536 64	20,073 60	11,823 74
do do do	1889		51,437 87	19,679 22	19,392 18
do do do	1890		23,221 48	19,655 38	14,399 93
do do do	1891		43,344 41	19,204 76	11,399 93
do do do	1892		38,353 99	19,665 22	12,976 48
do do do	1893		21,127 65	19,310 29	12,451 03
do do do	1894		8,567 78	19,040 93	11,920 74
Total		637,206 76	408,182 28	392,455 83	386,746 91

MURRAY CANAL.

Government expenditure prior to Confederation					
do since do	1868		400 00		
do do do	1869				
do do do	1870				
do do do	1871				
do do do	1872				
do do do	1873				
do do do	1874				
do do do	1875				
do do do	1876				
do do do	1877				
do do do	1878				
do do do	1879				
do do do	1880				
do do do	1881				
do do do	1882	7,135 63			
do do do	1883	84,071 68			
do do do	1884	118,187 43			
do do do	1885	148,902 66			
do do do	1886	179,704 52			
do do do	1887	142,563 66			
do do do	1888	146,754 37			
do do do	1889	215,326 46			
do do do	1890	106,760 35		494 31	
do do do	1891	61,260 49		5,137 03	173 53
do do do	1892	5,964 22		5,803 48	3,505 15
do do do	1893	30,838 79		5,499 62	5,341 34
do do do	1894			5,667 52	5,295 57
Total		1,247,470 26	400 00	22,601 96	14,315 59

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

LEONARD SHANNON,
Accountant.

STATEMENTS showing the amounts expended on Construction, Renewals, &c.—*Con.*

TRENT CANAL.

—	Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation		309,371 31			
do since do ..	1868				
do do do ..	1869				
do do do ..	1870				
do do do ..	1871				
do do do ..	1872				
do do do ..	1873				
do do do ..	1874				
do do do ..	1875				
do do do ..	1876				
do do do ..	1877				
do do do ..	1878				
do do do ..	1879				
do do do ..	1880	561 50		1,188 92	3,568 89
do do do ..	1881			2,489 93	2,233 50
do do do ..	1882		5,836 51	2,011 92	8,115 50
do do do ..	1883	40,767 16	9,303 66	2,235 50	3,047 42
do do do ..	1884	120,393 91	6,198 57	2,208 64	5,264 35
do do do ..	1885	121,382 84		3,303 87	4,653 50
do do do ..	1886	75,103 30		1,639 75	5,917 88
do do do ..	1887	179,541 63		1,938 08	6,008 88
do do do ..	1888	114.879 35		1,770 29	5,151 42
do do do ..	1889	47,592 13	29,677 92	3,242 05	5,935 94
do do do ..	1890	58,644 50	11,522 65	3,450 99	730 55
do do do ..	1891	9,826 49	3,164 81	3,803 66	4,888 98
do do do ..	1892	4,457 28	6,506 97	3,695 85	4,721 85
do do do ..	1893	5,962 47	10,838 90	3,739 86	2,087 17
do do do ..	1894	3,412 32	20,403 93	3,785 47	4,988 59
Total.....		1,091,896 19	103,453 92	40,504 78	67,314 42

TAY CANAL.

Government expenditure since Confederation..	1868				
do do do ..	1869				
do do do ..	1870				
do do do ..	1871				
do do do ..	1872				
do do do ..	1873				
do do do ..	1874				
do do do ..	1875				
do do do ..	1876				
do do do ..	1877				
do do do ..	1878				
do do do ..	1879				
do do do ..	1880				
do do do ..	1881				
do do do ..	1882		748 65		
do do do ..	1883	4,831 80			
do do do ..	1884	50,878 12			
do do do ..	1885	92,473 97			
do do do ..	1886	65,561 51			
do do do ..	1887	49,617 92			
do do do ..	1888	54,166 57			
do do do ..	1889	89,486 18			
do do do ..	1890	22,226 23		*	*
do do do ..	1891	17,114 78		*	*
do do do ..	1892	29,771 65		*	*
do do do ..	1893			*	*
do do do ..	1894			*	*
Total.....		476,128 73	748 65		

* Included in Rideau Canal.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

LEONARD SHANNON,
Accountant.

STATEMENTS showing the amounts expended on Construction, Renewals, &c.—*Con.*

SAULT STE. MARIE CANAL.

——	Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure since Confederation	1868				
do do do	1869				
do do do	1870				
do do do	1871				
do do do	1872		949 35		
do do do	1873				
do do do	1874				
do do do	1875				
do do do	1876				
do do do	1877				
do do do	1878				
do do do	1879				
do do do	1880				
do do do	1881				
do do do	1882				
do do do	1883				
do do do	1884				
do do do	1885				
do do do	1886				
do do do	1887				
do do do	1888	8,145 06			
do do do	1889	34,018 95			
do do do	1890	176,568 55			
do do do	1891	325,336 33			
do do do	1892	341,474 31			
do do do	1893	589,801 25			
do do do	1894	1,316,529 29			
Total		2,791,873 74	949 35		

SOULANGES CANAL.

Government expenditure prior to Confederation					
do since do	1868				
do do do	1869				
do do do	1870				
do do do	1871				
do do do	1872				
do do do	1873				
do do do	1874				
do do do	1875				
do do do	1876				
do do do	1877				
do do do	1878				
do do do	1879				
do do do	1880				
do do do	1881				
do do do	1882				
do do do	1883				
do do do	1884				
do do do	1885				
do do do	1886				
do do do	1887				
do do do	1888				
do do do	1889				
do do do	1890				
do do do	1891				
do do do	1892	54,235 76			
do do do	1893	210,336 24			
do do do	1894	723,380 95			
Total		987,952 95			

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

LEONARD SHANNON,
Accountant.

RECAPITULATION—Expenditure on Canals, also showing Revenue received.

——	Year ending 30th June.	Capital.	Income.	Staff.	Repairs.	Revenue received.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation, including Imperial Government		20,593,866 13	98,378 46			
Government expenditure since Confederation	1868	33,617 56	95,347 79	113,084 50	101,646 44	403,879 19
do do	1869	126,898 20	55 00	116,069 76	118,579 31	400,263 32
do do	1870		90,355 96	120,403 02	150,176 70	414,687 02
do do	1871		116,429 54	135,040 81	140,467 52	488,538 76
do do	1872	255,645 75	33,289 27	124,137 09	152,086 25	466,847 52
do do	1873	256,547 27	127,369 55	148,581 18	186,573 13	486,433 26
do do	1874	1,189,591 91	51,037 05	167,194 40	213,613 86	510,755 99
do do	1875	1,714,830 37	479 00	168,401 21	203,226 85	414,979 59
do do	1876	2,388,733 46	810 75	178,411 80	190,578 45	390,337 04
do do	1877	4,131,374 30	22 30	179,661 40	138,448 51	390,857 37
do do	1878	3,843,338 62		187,521 31	122,251 60	373,814 17
do do	1879	3,064,098 61		191,892 44	115,349 99	337,675 13
do do	1880	2,123,366 34		195,039 33	147,167 52	341,598 14
do do	1881	2,075,891 65	7,246 69	197,573 62	154,653 63	361,558 17
do do	1882	1,593,174 09	55,025 03	224,572 61	187,399 02	325,231 54
do do	1883	1,763,001 97	62,503 14	269,415 01	178,617 86	361,604 01
do do	1884	1,577,295 42	60,993 99	280,657 29	192,219 38	372,561 69
do do	1885	1,504,621 47	58,297 59	280,226 20	201,708 47	321,289 47
do do	1886	1,333,324 80	31,984 02	282,323 63	198,251 97	328,977 43
do do	1887	1,783,698 16	65,983 06	285,172 62	198,888 84	321,784 88
do do	1888	1,033,118 34	120,561 59	292,458 76	201,928 93	317,902 04
do do	1889	972,918 43	162,015 49	301,040 23	240,261 36	333,188 90
do do	1890	1,026,364 24	146,853 54	290,516 63	176,089 00	354,816 92
do do	1891	1,318,092 15	165,843 87	294,562 12	204,768 45	349,431 90
do do	1892	1,437,149 30	194,129 61	293,115 58	231,089 54	324,475 24
do do	1893	2,069,573 30	196,185 84	291,588 97	204,759 39	357,089 87
do do	1894	3,027,164 19	109,216 33	294,446 34	179,630 13	387,788 97
Total		62,237,296 03	2,050,414 46	5,903,107 86	4,730,432 10	10,238,367 53

LEONARD SHANNON,
Accountant.

Department of Railways and Canals,
Ottawa, 1st November, 1894.

CANALS,

DR. COLLECTORS of Canal Tolls

Balance due by Collectors, 1st July, 1893.	CANAL REVENUE.				Total Canal Revenue accrued.	Hydraulic Rents, &c	Total.
	Tolls.	Wharfage and Storage.	Fines.	Other Receipts.			
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
136 99	129,763 37		20 00		129,783 37	168 54	130,088 90
	59,222 02		4 00	84 00	59,310 02	1,972 00	61,282 02
	346 72				346 72	350 00	696 72
	17 05				17 05		17 05
129 51	384 47				384 47	726 00	1,239 98
	676 51		37 50	9 25	723 26	5,190 26	5,913 52
5 80	31 06				31 06	5 00	41 86
272 30	190,441 20		61 50	93 25	190,595 95	8,411 80	199,280 05
	1,381 87		65 00	4 00	1,450 87	2,402 00	3,852 87
358 36	30,892 01				30,892 01	2,275 00	33,525 37
	716 24		35 00		751 24	700 00	1,451 24
16 00	2,831 16	21 09		1,187 98	4,040 23		4,056 23
	27,542 79	2,435 35		14,718 12	44,696 26	23,557 11	68,253 37
246 66	7,824 20				7,824 20		8,070 86
621 02	71,188 27	2,456 44	100 00	15,910 10	89,654 81	28,934 11	119,209 94
	9,123 35			42 83	9,166 18	70 00	9,236 18
	12,293 93		10 00		12,303 93	50 00	12,353 93
52 87	862 15				862 15		915 02
52 87	22,279 43		10 00	42 83	22,332 26	120 00	22,505 13
	19,859 57				19,859 57		19,859 57
288 05	13,953 55				13,953 55	13 00	14,254 60
9 93	60 60			8 00	68 60	23 00	101 53
130 64	1,467 93		4 00		1,471 93		1,602 57
428 62	35,341 65		4 00	8 00	35,353 65	36 00	35,818 27
	4,134 84	151 38		271 00	4,557 22	521 75	5,078 97
81 62	1,406 26				1,406 26	415 00	1,902 88
	586 92			54	587 46	56 90	644 36
81 62	6,128 02	151 38		271 54	6,550 94	993 65	7,626 21
73 75	2,603 88				2,603 88		2,677 63
73 75	2,603 88				2,603 88		2,677 63
105 76	648 41				648 41		754 17
105 76	648 41				648 41		754 17

1893-94.

in Account with Revenue. CR.

COLLECTION DIVISIONS.	DEPOSITED TO THE CREDIT OF THE RECEIVER GENERAL.		Balance due by Collectors, 1st July, 1894.	Total.	Memorandum of Expenses and Repairs.	Remarks.
	On account of Canal Revenue.	On account of Hydraulic Rents, &c.				
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
Welland Canal					158,484 56	Maintenance and repairs, including Sunday labour.
Port Colborne	129,920 36	168 54	0 01	130,088 90	3,477 76	
Port Dalhousie	59,310 01	1,972 00		61,282 02	2,907 13	
Dunville	346 72	350 00		696 72	782 50	
Port Maitland	17 05			17 05	574 96	
Port Robinson	513 98	726 00		1,239 98	753 08	
St. Catharines	1,723 26	5,190 26		5,913 52	204 51	
Chippewa	36 86	5 00		41 86	130 04	
Totals	190,868 24	8,411 80	0 01	199,280 05	166,714 54	
St. Lawrence Canals					182,401 82	do
Beauharnois	1,450 87	2,402 00		3,852 87	1,527 92	
Cornwall	31,250 37	2,275 00		33,525 37	2,167 56	
Cardinal	751 24	700 00		1,451 24	1,302 04	
Lachine	4,056 23			4,056 23	2,111 55	
Montreal	44,696 26	23,557 11		68,253 37	9,005 06	
Kingston	8,070 86			8,070 86	1,207 81	
Totals	90,275 83	28,934 11		119,209 94	199,723 76	
Chambly Canal					34,602 90	Maintenance and repairs.
Chambly	9,166 18	70 00		9,236 18	1,594 21	
St. Johns	12,303 93	50 00		12,353 93	1,762 59	
St. Ours	915 02			915 02	614 50	
Totals	22,385 13	120 00		22,505 13	38,574 20	
Ottawa Canals					31,204 70	do
Ottawa	19,859 57			19,859 57	2,416 71	
Grenville	14,241 60	13 00		14,254 60	1,163 29	
Carillon	78 53	23 00		101 53	840 96	
St. Anne's Lock	1,602 57			1,602 57	845 04	
Totals	35,782 27	36 00		35,818 27	36,470 70	
Rideau Canal					52,487 62	Maintenance and repairs, including Sunday labour.
Ottawa	4,557 22	521 75		5,078 97		
Kingston Mills	1,435 38	467 50		1,902 88	441 61	
Smith's Falls	587 46	56 90		644 36	348 24	
Totals	6,580 06	1,046 15		7,626 21	53,277 47	
St. Peter's Canal	2,677 63			2,677 63	4,948 71 239 59	Maintenance and repairs.
	2,677 63			2,677 63	5,188 30	
Murray Canal					11,053 09	Maintenance and repairs, including Sunday labour.
Brighton	754 17			754 17	235 42	
Totals	754 17			754 17	11,288 51	

CANALS,

DR. COLLECTORS of Canal Tolls,

Balance due by Collectors, 1st July, 1893.	Canal Revenue.				Total Canal Revenue accrued.	Hydraulic Rents, &c.	Total.
	Tolls.	Wharfage and Storage.	Fines.	Other Receipts.			
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
14 18	112 03			25	112 28		126 46
51 29	559 74			96 00	655 74		707 03
4 96	22 81			2 25	25 06	50 00	80 02
3 80	50 19				50 19		53 99
18 52	201 36				201 36	4 00	223 88
7 80	87 28				87 28		95 08
100 55	1,033 41			98 50	1,131 91	54 00	1,286 46
1,736 49	329,664 27	2,607 82	175 50	16,424 22	348,871 81	38,549 56	389,157 86
					1,882 20		
					346,989 61		

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

1893-94—*Concluded.*

in Account with Revenue. CR.

COLLECTION DIVISIONS.	DEPOSITED TO THE CREDIT OF THE RECEIVER GENERAL.		Balance due by Collectors, 1st July, 1894.	Total.	Memorandum of Expenses and Repairs.	Remarks.
	On account of Canal Revenue.	On account of Hydraulic Rents, &c.				
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
Trent Valley Canal					8,774 06	
Burleigh	126 46			126 46		
Bobcaygeon	707 03			707 03	41 77	
Fenelon Falls	30 02	50 00		80 02		
Hastings	53 99			53 99	2 22	
Peterboro'	219 88	4 00		223 88	4 05	
Buckhorn	95 08			95 08		
Totals	1,232 46	54 00		1,286 46	8,822 10	
Culbute					1,224 43	
Dredge vessels					8,241 97	
Inspection					2,300 44	
Department of Public Printing and Stationery					1,097 80	
General					1,495 97	
					14,360 61	
Grand Total of totals	350,555 79	38,602 06	0 01	389,157 86	534,420 19	
Less Refunds						

LEONARD SHANNON,
Accountant.

HYDRAULIC AND OTHER RENTS.

Dr. No. 2.—SUMMARY Statement of Lessees' Accounts. *Cr.*

Balance due 1st July, 1893.	Accrued during the year ended 30th June, 1894.	Total.	NAME OF WORK.	Abatement.	Paid into hands of Collectors.	Balance.		Total.
$ cts.	$ cts.	$ cts.		$ cts.	$ cts.	$ cts.		$ cts.
29,599 49	7,419 90	37,019 39	Welland Canal		8,337 96	28,681 43		37,019 39
2,606 62	1,039 00	3,645 62	Williamsburg Canal		700 00	2,945 62		3,645 62
772 50	3,205 00	3,977 50	Cornwall do		2,275 00	1,702 50		3,977 50
7,224 00	3,349 50	10,573 50	Beauharnois do		2,402 00	8,171 50		10,573 50
27,185 28	24,239 39	51,424 67	Lachine do	14 58	23,555 11	27,854 98		51,424 67
251 84	145 00	396 84	Chambly do		120 00	276 84		396 84
4,757 29	986 40	5,743 69	Rideau do		993 65	4,750 04		5,743 69
78 00	94 00	172 00	Sundry		92 00	80 00		172 00
354 18		354 18	Land sales			354 18		354 18
72,829 20	40,478 19	113,307 39	Totals	14 58	38,475 72	74,817 09		113,307 39

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894

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STATEMENT SHOWING REFUNDS CANALS TOLLS PAID DURING THE YEAR 1893–94.

Date.	To whom paid.	Refunds of Tolls on.	Canal.	Amount.	Total.
1893.				$ cts.	$ cts.
Aug. 23	James Richardsons & Sons	Wheat	St. Lawrence Canals	40 50	
do 23	Æ. D. Mackay's Sons	Cement	do	49 35	
do 23	Ottawa Transportation Co	Rye	do	18 26	
do 23	Steamer "Alaska"	Excursion	do	4 88	
Sept. 2	Æ. D. Mackay's Sons	Cement and iron	do	68 70	
1894.					
Jan. 2	J. B. Fairgrieve & Son	do	do	46 35	
do 20	W. A. Geddes	Str. "Ocean"	do	19 50	
Feb. 6	Montreal Transportation Co	Corn	do	61 60	
Mar. 22	Kingston and Montreal Forwarding Co.	do	do	77 93	
June 7	Montreal Transportation Co	Cement	do	4 84	
do 7	do do	Rails and fish plates	do	24 08	
do 26	do do	Cement	do	56 44	
do 30	do do	do	do	9 68	
					482 11
1893.					
Sept. 2	Prosper La Plante	Stone	Lachine	23 04	
Oct. 21	Montreal Transportation Co	Cement	do	27 00	
do 24	O. Gillespie	Str. "Rocket"	do	8 85	
Nov. 11	Hugh McLennan	Grain	do	25 00	
Dec. 15	Æ. D. Mackay's Sons	Cement	do	65 40	
do 15	Prosper La Plante	Stone	do	12 80	
1894.					
Jan. 2	Montreal Transportation Co	Cement	do	99 04	
do 2	Æ. D. Mackay's Sons	do and mdse	do	5 75	
					266 88
1893.					
Sept. 2	do do	Cement and iron	Welland	75	
1894.					
Jan. 20	W. Dunbar	Barges "Lina" & "Rice"	do	2 50	
do 20	J. B. Fairgrieve & Son	Cement and iron	do	15 11	
April 14	J. & T. Conlon	do	do	220 22	
June 30	Kingston and Montreal Forwarding Co.	Corn	do	26 25	
do 30	Ogdensburg Transit Co	Grain	do	237 70	
					502 53
1893.					
Sept. 13	John Heney	Cord wood	Rideau	493 92	
					493 92
Dec. 22	Poupore & Fraser	Timber	Ottawa Riv.	132 01	
1894.					
May 21	W. G. Craig	Chemical ore	do	4 75	
					136 76
					1,882 20

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

INTERCOLONIAL RAILWAY.

(Including amounts paid to Nova Scotia Railway and European and North American Railway, N.B.)

——	Year.	Construction.	Working Expenses including Windsor Branch Railway.	Revenue received, including Windsor Branch Railway.
		$ cts	$ cts.	$ cts.
Expenditure prior to Construction		10,766,725 54		
do since do	1868	483,353 65	359,961 08	420,752 58
do do do	1869	282,615 18	387,548 47	455,022 76
do do do	1870	1,729,381 49	445,208 75	471,245 09
do do do	1871	2,916,782 13	442,993 31	565,713 52
do do do	1872	5,131,141 51	595,076 22	622,900 56
do do do	1873	5,201,450 37	1,011,892 60	703,458 26
do do do	1874	3,614,898 81	1,847,175 24	893,430 17
do do do	1875	3,426,099 55	1,532,589 62	861,593 43
do do do	1876	1,108,321 59	1,277,197 79	848,861 46
do do do	1877	1,318,352 19	1,661,673 55	1,154,445 35
do do do	1878	408,816 74	1,811,273 56	1,378,946 78
do do do	1879	226,639 19	2,010,183 22	1,294,099 69
do do do	1880	2,048,014 60	1,607,956 70	1,520,310 45
do do do	1881	608,732 80	1,780,353 53	1,777,856 76
do do do	1882	585,568 79	2,080,592 37	2,100,315 85
do do do	1883	1,616,632 96	2,383,477 20	2,395,034 99
do do do	1884	1,406,377 52	2,366,719 95	2,376,666 19
do do do	1885	1,195,363 08	2,460,229 87	2,392,605 00
do do do	1886	544,958 17	2,508,473 10	2,406,858 88
do do do	1887	823,070 86	2,854,158 91	2,621,337 41
do do do	1888	742,203 09	3,300,481 94	2,937,337 40
do do do	1889	655,228 13	3,174,785 19	2,923,736 46
do do do	1890	365,246 48	3,500,455 80	2,958,243 38
do do do	1891	79,929 34	3,691,273 65	3,007,630 51
do do do	1892	168,101 77	3,458,891 39	2,978,950 82
do do do	1893	228,984 79	3,062,207 45	3,099,815 20
do do do	1894	166,362 43	2,999,317 07	3,020,485 74
Total		*47,848,352 75	54,612,147 53	48,187,654 69

* Including $296,872.90 charged to "Consolidated Fund."

Total cost of construction as above $47,848,352 75

Less amounts transferred from Capital to Consolidated Fund as follows:—

	Nova Scotia Ry.	European and North American Ry.	
1868	$ 16,800 99	$ 11,302 89	
1870	34,403 45	1,749 21	
1871	50,405 69		
1873	106,899 59	75,311 08	
	$ 208,509 72	$ 83,363 18	
		208,509 72	
			$ 296,872 90

Agreeing with balance sheet, Public Accounts, 1893-94, page xiv..... $47,551,479 85

Intercolonial Railway, as above	$47,551,479 85
Cape Breton Railway, page 23	3,859,884 54
Oxford and New Glasgow Railway, page 23	1,945,497 69
Eastern Extension Railway, page 22	1,324,042 81
Total Capital cost of Intercolonial Railway System	$54,680,904 89

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

EASTERN EXTENSION RAILWAY.

——	Year.	Capital.	Working Expenses.	Revenue received.
		$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation.....				
do since do do ...	1868			
do do do	1869			
do do do	1870			
do do do	1871			
do do do	1872			
do do do	1873			
do do do	1874			
do do do	1875			
do do do	1876			
do do do	1877			
do do do	1878			
do do do	1879			
do do do	1880			
do do do	1881			
do do do	1882			
do do do	1883			
do do do	1884	1,284,311 97	10,033 77	30,767 66
do do do	1885	2,055 92	78,273 65	73,050 01
do do do	1886	183 79	94,756 06	66,893 11
do do do	1887		94,264 04	64,107 10
do do do	1888		90,954 73	70,552 20
do do do	1889	34,235 73	90,719 04	72,436 65
do do do	1890		79,102 77	84,658 95
do do do	1891	3,255 40	*	†
do do do	1892		*	†
do do do	1893		*	†
do do do	1894		*	†
Total.....		1,324,042 81	538,094 06	462,465 68

* Included in Intercolonial Railway working expenses. † Included in Intercolonial Railway revenue.

CARLETON BRANCH RAILWAY.

Government expenditure prior to Confederation.....				
do since do	1868			
do do do	1869			
do do do	1870			
do do do	1871			
do do do	1872			
do do do	1873			
do do do	1874			
do do do	1875			
do do do	1876			
do do do	1877			
do do do	1878			
do do do	1879			
do do do	1880			
do do do	1881			
do do do	1882			
do do do	1883			
do do do	1884			
do do do	1885			
do do do	1886	85,610 69		
do do do	1887	2,299 62		
do do do	1888	500 17		
do do do	1889			
do do do	1890			
do do do	1891			
do do do	1892			
do do do	1893			
Total.....		*88,410 48		

*56 Victoria, cap. 6, transferred the Carleton Branch Railway to the city of St. John, N.B., for the sum of $40,000 which sum was paid in March, 1893, to the Receiver General.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

LEONARD SHANNON,
Accountant.

CAPE BRETON RAILWAY.

——	Year.	Capital.	Working Expenses.
		$ cts.	$ cts.
Government expenditure prior to Confederation	1868		
do since do	1869		
do do do	1870		
do do do	1871		
do do do	1872		
do do do	1873		
do do do	1874		
do do do	1875		
do do do	1876		
do do do	1877		
do do do	1878		
do do do	1879		
do do do	1880		
do do do	1881		
do do do	1882		
do do do	1883		
do do do	1884		
do do do	1885		
do do do	1886		
do do do	1887	76,501 89	
do do do	1888	689,450 50	
do do po	1889	1,083,276 60	
do do do	1890	1,170,523 62	
do do do	1891	521,441 62	
do do do	1892	99,936 96	
do do do	1893	59,982 74	
do do do	1894	158,770 61	
Total		3,859,884 54	

* Included in Intercolonial Railway working expenses.

OXFORD AND NEW GLASGOW RAILWAY.

Government expenditure prior to Confederation	1868		
do since do	1869		
do do do	1870		
do do do	1871		
do do do	1872		
do do do	1873		
do do do	1874		
do do do	1875		
do do do	1876		
do do do	1877		
do do do	1878		
do do do	1879		
do do do	1880		
do do do	1881		
do do do	1882		
do do do	1883		
do do do	1884		
do do do	1885		
do do do	1886		
do do do	1887		
do do do	1888	280,932 35	
do do do	1889	840,553 57	
do do do	1890	434,074 60	
do do do	1891	220,886 39	
do do do	1892	48,745 23	
do do do	1893	7,922 80	
do do do	1894	112,382 75	
Total		1,945,497 69	

* Included in Intercolonial Railway working expenses.

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

MONTREAL AND EUROPEAN SHORT LINE RAILWAY.

——	Year.	Construction.	Working expenses.	Revenue received.
		$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation.....	1868			
do since do	1869			
do do do	1870			
do do do	1871			
do do do	1872			
do do do	1873			
do do do	1874			
do do do	1875			
do do do	1876			
do do do	1877			
do do do	1878			
do do do	1879			
do do do	1880			
do do do	1881			
do do do	1882			
do do do	1883			
do do do	1884			
do do do	1885	49,587 45		
do do do	1886	135,214 38		
do do do	1887	24,157 32		
do do do	1888	397 35		
do do do	1889			
do do do	1890			
do do do	1891	124,568 23		
do do do	1892			
do do do	1893			
do do do	1894	17 99		
Total.....		333,942 72		

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894,

PRINCE EDWARD ISLAND RAILWAY.

	Year.	Construction.	Working Expenses.	Revenue received.
		$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation.....		3,114,735 11		
do since do	1874		750 00	
do do do	1875	46,086 63	49,344 62	24,493 99
do do do	1876	42,546 10	219,930 43	118,060 96
do do do	1877	200,000 00	228,595 25	130,664 92
do do do	1878	6,551 86	221,599 49	135,899 60
do do do	1879	40,129 05	223,313 12	125,855 91
do do do	1880	16,539 82	164,640 55	113,851 11
do do do	1881		203,122 88	131,131 43
do do do	1882	402 03	228,259 97	137,267 54
do do do	1883	57,186 02	252,808 41	146,170 42
do do do	1884	130,663 38	236,428 13	144,504 12
do do do	1885	76,956 56	211,207 01	158,588 06
do do do	1886	4,668 33	216,744 34	155,584 36
do do do	1887	5,800 00	204,237 45	155,303 37
do do do	1888		229,639 95	158,363 62
do do do	1889		247,559 44	171,369 56
do do do	1890		266,485 85	160,971 78
do do do	1891		257,990 08	174,258 05
do do do	1892	8,300 49	289,706 38	157,442 69
do do do	1893		226,422 17	162,690 42
do do do	1894		226,891 06	158,533 83
Total.....		3,750,565 38	4,405,676 58	2,821,005 74

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

CANADIAN PACIFIC RAILWAY.

——	Year.	Construction, including Subsidy of $25,000,000.	Working Expenses.	Revenue received.
		$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation...				
do since do ...	1868			
do do do ...	1869			
do do do ...	1870			
do do do ...	1871	30,148 32		
do do do ...	1872	489,428 16		
do do do ...	1873	561,818 44		
do do do ...	1874	310,224 88		
do do do ...	1875	1,546,241 67		
do do do ...	1876	3,346,567 06		
do do do ...	1877	1,691,149 97		
do do do ...	1878	2,228,373 13		
do do do ...	1879	2,240,285 47		
do do do ...	1880	4,044,522 72	78,892 01	104,975 69
do do do ...	1881	4,968,503 93	236,944 98	291,498 06
do do do ...	1882	(1) 4,589,075 79	1,786 20	
do do do ...	1883	(2) 10,033,800 04	266 09	
do do do ...	1884	(3) 11,192,722 02	327 02	
do do do ...	1885	(4) 9,900,281 53		
do do do ...	1886	(5) 3,672,584 81		
do do do ...	1887	(6) 915,057 49		
do do do ...	1888	52,098 65		
do do do ...	1889	86,716 07		
do do do ...	1890	40,980 54		
do do do ...	1891	37,367 00		
do do do ...	1892	66,211 39		
do do do ...	1893	413,836 49		
do do do ...	1894	146,539 87		
Total....		62,604,535 44	318,216 30	396,473 75

* Agrees with Public Accounts balance sheet, 1893-94, page xiv.

(1)	Including	$ 2,210,000 00	on account subsidy.
(2)	do	5,323,076 60	do
(3)	do	7,254,208 27	do
(4)	do	6,862,201 00	do
(5)	do	2,890,427 00	do
(6)	do	460,087 13	do
		$25,000,000 00	

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

ANNAPOLIS AND DIGBY RAILWAY.

——	Year.	Capital.	Working Expenses.
		$ cts.	$ cts.
Government expenditure prior to Confederation			
do since do	1868		
do do do	1869		
do do do	1870		
do do do	1871		
do do do	1872		
do do do	1873		
do do do	1874		
do do do	1875		
do do do	1876		
do do do	1877		
do do do	1878		
do do do	1879		
do do do	1880		
do do do	1881		
do do do	1882		
do do do	1883		
do do do	1884		
do do do	1885		
do do do	1886		
do do do	1887		
do do do	1888		
do do do	1889	9,847 27	
do do do	1890	381,942 75	
do do do	1891	196,869 36	
do do do	1892	26,129 39	
do do do	1893	2,190 62	
do do do	1894	1,675 36	
Total		618,655 25	

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

RECAPITULATION—RAILWAYS.

——	Year.	Construction.	Working Expenses.	Revenue Received.
		$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation		13,881,460 65		
do since do do	1868	483,353 65	359,961 08	420,752 58
do do do	1869	282,615 18	387,548 47	455,022 76
do do do	1870	1,729,381 49	445,208 75	471,245 09
do do do	1871	2,946,930 45	442,993 31	565,713 52
do do do	1872	5,620,569 67	595,076 22	622,900 56
do do do	1873	5,763,268 81	1,011,892 60	703,458 26
do do do	1874	3,925,123 69	1,847,925 24	893,430 17
do do do	1875	5,018,427 85	1,581,934 24	886,087 42
do do do	1876	4,497,434 75	1,497,128 22	966,922 42
do do do	1877	3,209,502 16	1,890,268 80	1,285,110 27
do do do	1878	2,643,741 73	2,032,873 05	1,514,846 38
do do do	1879	2,507,053 71	2,233,496 34	1,419,955 60
do do do	1880	6,109,077 14	1,851,489 26	1,739,137 25
do do do	1881	5,577,236 73	2,220,421 39	2,200,486 25
do do do	1882	5,175,046 61	2,310,638 54	2,237,583 39
do do do	1883	11,707,619 02	2,636,551 70	2,541,205 41
do do do	1884	14,013,074 89	2,613,508 87	2,551,937 97
do do do	1885	11,224,244 54	2,749,710 53	2,624,243 07
do do do	1886	4,443,220 17	2,819,973 50	2,628,336 35
do do do	1887	1,846,887 18	3,152,650 40	2,840,747 88
do do do	1888	1,765,582 11	3,621,076 62	3,166,253 22
do do do	1889	2,709,857 37	3,513,063 67	3,167,542 67
do do do	1890	2,392,767 99	3,846,044 42	3,203,874 11
do do do	1891	1,184,317 34	3,949,263 73	3,181,888 56
do do do	1892	417,425 73	3,748,597 77	3,136,393 51
do do do	1893	712,917 44	3,288,629 62	3,262,505 62
do do do	1894	585,749 01	3,226,208 13	3,179,019 57
Total		*122,373,887 06	59,874,134 47	51,866,599 86

* Total amount paid on construction $122,373,887 06
Less amount received from the city of St. John, N.B., as purchase of the Carleton Branch Railway 40,000 00

Total cost of construction $122,333,887 06

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

APPENDIX

STATEMENT showing Subsidies voted for Railways as to which contracts

Subsidies voted.		Railways.			
Authority.	Amount.		1883-84.	1884-85.	1885-86.
	$ c's.		$	$	$
46 Vic., cap. 25 53 do 2	156,800 00	International Railway, Quebec	144,000		
45 do 14	384,000 00				
46 do 25	80,000 00				
48-49 do 59	96,000 00				
49 do 10	186,295 00				
50-1 do 24	28,800 00	Quebec and Lake St. John Railway, Quebec	32,000	37,027	186,745
51 do 3	96,000 00				
52 do 3	64,000 00				
53 do 2	30,000 00				
54-5 do 8	5,250 00				
46 do 25	89,600 00				
49 do 10	70,000 00	Kingston, Napanee and Western Railway, formerly Napanee, Tamworth and Quebec Railway, Ontario			
50-1 do 24	12,800 00				
52 do 3	32,000 00		32,000	57,600	
55-6 do 5	64,000 00				
47 do 8	272,000 00	Pontiac Pacific Junction Railway, Quebec		49,090	41,000
46 do 25	115,200 00				
47 do 8	76,800 00	Caraquet Railway, N. B		32,000	76,800
50-1 do 24	32,000 00				
47 do 8	32,000 00				
49 do 10	57,600 00				
52 do 3	22,400 00	Great Northern Railway, Quebec		25,088	
53 do 2	48,000 00				
54-5 do 8	28,100 00				
56 do 2	25,600 00				
47 do 8	48,000 00	Kingston and Pembroke Railway, Ontario		48,000	
45 do 14	660,000 00				
46 do 26 53 do 2	660,000 00	Northern and Pacific Junction Ry., Ontario		154,440	1,051,590
47 do 8	128,000 00				
48-9 do 59	19,200 00				
49 do 10	32,000 00	Northern and Western Railway, N. B			128,000
48-9 do 59	140,800 00				
47 do 8 51 do 3	60,342 00	Quebec Central Railway, Quebec			60,342
53 do 2	288,000 00				
48-9 do 59	72,000 00	Montreal and Sorel Railway, Quebec			64,972
53 do 2	40,000 00				
48-9 do 59	30,000 00				
50-1 do 24	64,000 00	Montreal and Champlain Junction Ry., Que.			30,000
51 do 3	9,600 00				
46 do 25	38,400 00	Elgin, Petitcodiac & Havelock Railway, N.B.			38,400
51 do 3	44,252 82				
47 do 8	22,400 00	St. Louis and Richibucto Railway, N.B			22,400
48-9 do 59	96,000 00				
49 do 10	38,400 00	Canada Atlantic Railway, Ont			48,480
50-1 do 24	180,000 00				
47 do 6	750,000 00	Esquimalt and N naimo Railway, B.C			422,520
47 do 8	96,000 00	Erie and Huron Railway, Ont			
46 do 25 47 do 8 52 do 3	320,000 00 300,000 00	Baie des Chaleurs Railway, Que			
48-9 do 59	118,400 00	New Brunswick and Prince Edward Ry., N.B.			

No. 3.

have been entered into and payments made up to the 30th June, 1894.

Payments.								Total to 30th June, 1894.
1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	
$	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
.....	8,960 00		3,840 00					156,800 00
202,219	232,013 00	19,911 00	38,440 00	70,350 00	26,222 73	76,471 77	81,600 00	1,002,999 50
.....			95,744 00	7,600 00		1,856 00	13,932 80	208,732 80
60,580	24,158 00							174,828 00
61,200	40,050 00	13,950 00						224,000 00
.....			20,000 00	9,500 00	24,100 00			78,688 00
.....								48,000 00
78,370			35,000 00	600 00				1,320,000 00
18,200	159,400 00	6,300 00	100 00					312,000 00
.....								60,342 00
4,950			6,719 50	17,116 07				93,757 57
.....	16,400 00	36,700 00	5,400 00			15,100 00		103,600 00
.....					44,252 82			82,652 82
.....								22,400 00
44,384		9,491 20	149,812 00	30,188 00				282,355 20
327,480								750,000 00
96,000								96,000 00
250,000	50,300 00	75,200 00	148,675 00				95,825 00	620,000 00
97,440	16,000 00							113,440 00

APPENDIX No. 3.—Statement showing Subsidies voted for Railways

Subsidies voted.			Railways.			
Authority.		Amount.		1883-84.	1884-85.	1885-86.
		$ cts.		$	$	$
50-1 Vic., c.	24	217,600 00	St. Lawrence, Lower Laurentian and Saguenay Railway, Que.			
49 do	10	11,200 00	L'Assomption Railway, Quebec			
49 do	10	32,000 00	Great Eastern Railway, Que.			
50-51 do	24	96,000 00				
56 do	2	64,000 00				
47 do	8	160,000 00	Irondale, Bancroft and Ottawa Ry., Ont.			
52 do	3					
49 do	10	96,000 00	Buctouche and Moncton Railway, N.B.			
50-51 do	24	6,400 00				
47 do	8	51,200 00	Albert Southern Railway, N.B.			
52 do	3					
48-9 do	59	65,200 00	Lac Témiscamingue Colonization Ry., Que.			
50-1 do	24					
49 do	10	38,400 00	Joggins Railway, N.S.			
50-1 do	24	4,000 00				
45 do	14	240,000 00	Témiscouata Railway, N.B. and Quebec.			
48-9 do	58	258,000 00				
51 do	3	100,000 00				
53 do	2	51,200 00				
48-9 do	59	44,800 00	Leamington and St. Clair Railway, Ont.			
50-1 do	24	6,400 00				
49 do	10	16,000 00	Toronto, Grey and Bruce Railway, Ont.			
50-1 do	24	22,400 00	Dominion Lime Co., Quebec.			
49 do	10	256,000 00	West Ontario Pacific Railway, and Ontario and Quebec Railway			
53 do	2					
50-1 do	24	96,000 00	Drummond County Railway, Quebec.			
52 do	3	14,400 00				
53 do	2	76,800 00				
57-8 do	4	96,000 00				
48-9 do	59	128,000 00	Brockville, Westport and Sault Ste. Marie Railway, Ontario			
53 do	2					
49 do	10	32,000 00	Montreal and Lake Maskinongé Railway, Quebec			
53 do	2	10,200 00				
50-1 do	24	54,400 00	South Norfolk Railway, Ontario			
50-1 do	24	51,200 00	Guelph Junction Railway, Ontario			
48-9 do	59	22,400 00	Belleville and North Hastings Railway, Ontario			
49 do	10					
49 do	10	108,800 00	Hereford Railway, Quebec			
52 do	3	48,000 00				
50-1 do	24	118,400 00	Lake Erie, Essex and Detroit River Railway, Ontario			
55-6 do	5	224,000 00				
50-1 do	24	96,000 00	Beauharnois Junction Railway, Quebec			
50-1 do	24	38,400 00	St. Catharines and Niagara Central Railway, Ontario			
52 do	3	64,000 00				
52 do	3	30,000 00	Fredericton and St. Mary's Railway Bridge Co., N.B.			
50-1 do	24	9,600 00	Harvey Branch Railway Co., N.B.			
50-1 do	24	108,800 00	Nova Scotia Central Railway Co., N.S.			
51 do	3	147,200 00				
50-1 do	24	44,800 00	Cumberland Railway and Coal Co., N.S.			
52 do	3	19,200 00	Pontiac and Renfrew Railway Co., Ont.			
52 do	3	54,400 00	Thousand Islands Railway Co., Ontario.			
52 do	3	96,000 00	Quebec, Montmorency and Charlevoix Railway, Quebec			
52 do	3	375,000 00	St. Clair Frontier Tunnel Co., Ontario.			
50-1 do	24	57,600 00	Brantford, Waterloo and Lake Erie Railway, Ontario			
51 do	3	287,200 00	Port Arthur, Duluth and Western Ry., Ont.			
53 do	2					
50-1 do	24	192,000 00	Montreal and Ottawa Ry., Ont.			
53 do	2					
50-1 do	24	44,800 00	Cornwallis Valley Ry., N.S.			
52 do	3					
52 do	3	320,000 00	Ottawa and Gatineau Valley Ry., Que.			

as to which contracts have been entered into, &c.—*Continued.*

Payments.								Total to 30th June, 1894.
1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	
$	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
64,430	28,383 00			32,003 00	92,784 00			217,600 00
11,200								11,200 00
19,200				16,300 00	4,845 00			40,345 00
15,000						17,000 00	32,000 00	64,000 00
40,480	20,573 57		4,366 00	1,600 43			34,580 00	101,600 00
1,000	18,423 57	1,387 06		10,684 37	18,960 00			50,460 00
14,000	3,000 00	9,000 00	26,360 00					52,760 00
.....	26,138 78		9,761 22	1,600 00				37,500 00
.....	249,684 00	163,216 00	74,300 00	82,770 00	54,830 00	21,150 00		645,950 00
.....	32,000 00	19,200 00						51,200 00
.....	14,656 00							14,656 00
.....	11,840 00	3,520 00						15,360 00
.....	60,000 00	800 00	189,200 00	6,000 00				256,000 00
.....	15,057 00	13,815 00	12,428 00	136,000 00	5,105 00	13,435 00		195,840 00
.....		45,000 00		47,400 00	12,800 00			105,200 00
.....		19,700 00	20,080 00	1,500 00				41,280 00
.....		54,400 00						54,400 00
.....		46,000 00						46,000 00
.....		21,888 00						21,888 00
.....		63,900 00	91,300 00					155,200 00
.....		106,500 00	11,900 00				220,331 00	338,731 00
.....		54,650 00	4,250 00					58,900 00
.....		26,640 00		11,760 00				38,400 00
.....		30,000 00						30,000 00
.....		5,553 57						5,553 57
.....			219,100 00	3,300 00	8,300 00			230,700 00
.....			29,400 00	10,450 00				39,850 00
.....			9,800 00	3,800 00				13,600 00
.....			10,400 00				14,000 00	24,400 00
.....			65,600 00					65,600 00
.....			173,000 00	143,400 00	58,600 00			375,000 00
.....			36,620 00	16,190 00				52,810 00
.....				87,000 00	70,075 00	114,125 00		271,200 00
.....				49,960 00			23,640 00	73,600 00
.....				42,670 00	2,130 00			44,800 00
.....				87,582 00	38,790 00	104,380 00	53,376 00	284,128 00

APPENDIX No. 3.—Statement showing Subsidies voted for Railways

Subsidies voted.		Railways.	1883-84.	1884-85.	1885-86.
Authority.	Amount.				
	$ cts.		$	$	$
51 Vic., cap. 3	83,612 54	Central Railway, N.S.			
52 do 3	142,400 00				
53 do 2					
53 do 2	361,270 00	Montreal and Western Railway, Que.			
52 do 3	128,000 00	Parry Sound Colonization Ry. Co., Ont			
52 do 3	163,200 00	Shuswap and Okanagan Ry. Co., B.C.			
54-5 do 8	89,600 00	Tobique Valley Ry. Co., N.B.			
53 do 2	35,200 00				
55-6 do 5	9,600 00				
53 do 2	112,000 00	Columbia and Kootenay Ry. Co., B.C.			
53 do 2	35,200 00	Waterloo Junction Ry. Co., Que.			
53 do 2	99,200 00	Orford Mountain Ry. Co., Que.			
53 do 2	57,600 00	St. Lawrence and Adirondack Ry. Co., Que.			
55-6 do 5	25,024 00				
51 do 3	24,439 84	Chatham Branch Ry. Co., N.B.			
55-6 do 5	40,000 00	New Glasgow Iron, Coal and Ry. Co., N.S.			
56 do 2	102,400 00	United Counties Ry. Co., Que.			
55-6 do 5	21,600 00	Philipsburg Junction Ry. Quarry Co., Que.			
55-6 do 5	430,400 00	Ottawa, Arnprior & Parry Sound Ry. Co., Ont			
56 do 2	67,200 00	Montfort Colonization Ry. Co., Que.			
55-6 do 5	48,000 00	Lotbinière and Mégantic Ry. Co., Que.			
57-8 do 4	48,000 00				
			208,000	403,245	2,171,249

This return does not include the following :— 1. The Canada Central Railway.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November 1894.

as to which contracts have been entered into, &c.—*Concluded.*

Payments.								Total to 30th June, 1894.
1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	
$	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
				75,639 00	83,612 54			159,251 54
				76,143 00	32,253 00	133,388 00	119,486 00	361,270 00
					30,400 00	28,820 00		59,220 00
					162,260 00		640 00	162,900 00
					73,000 00	41,674 46	19,341 54	134,016 00
					88,800 00			88,800 00
					32,800 00			32,800 00
					32,000 00		52,800 00	84,800 00
					40,256 00	24,448 00	297 60	65,001 60
					24,439 84			24,439 84
						32,945 84	5,454 16	38,400 00
							88,973 00	88,973 00
							18,688 00	18,688 00
							101,120 00	101,120 00
							32,000 00	32,000 00
							35,200 00	35,200 00
1,406,533	1,027,041 92	846,721 83	1,491,595 72	1,079,105 87	1,061,615 93	624,794 07	1,043,285 10	11,363,187 44

2. The Canadian Pacific Railway—main line. 3. The Atlantic and North-western Railway.

LEONARD SHANNON,
Accountant.

APPENDIX No. 4.

DEPARTMENT OF RAILWAYS AND CANALS,
OFFICE OF THE CHIEF ENGINEER,
OTTAWA, 25th October, 1894.

SIR,—I have the honour to submit my annual report for the fiscal year ended 30th June, 1894, which covers:—

First.—The annual report of the General Manager of the Government Railways, which has attached thereto the report of the Chief Engineer and Mechanical Superintendent of the Intercolonial Railway Division, and the report of the Superintendent and Mechanical Superintendent of the Prince Edward Island Railway Division, with statements of accounts prepared by the accountants of these roads.

Second.—The annual reports of the Superintending Engineers and Superintendents of the Canals; also the report of the Inspector of Canals Revenue.

Third.—A statement of the condition of the subsidies granted in aid of the construction of railways; also a list of the Railway Subsidy Acts.

Fourth.—Statement of contracts entered into during the year, prepared by Mr. Fissiault.

Fifth.—Statement of water power and other public property leased by the department during the year, prepared by Mr. Fissiault.

Sixth.—Statement of property purchased or damaged during the year, prepared by Mr. Fissiault.

Seventh.—Agreements respecting subsidies in aid of construction of railways entered into during the year, prepared by Mr. Fissiault.

Eighth.—The canal statistics for the season of navigation of 1893, compiled by Mr. Teakles.

Ninth.—The railway statistics, which have been carefully compiled by Mr. Thomas Ridout.

This report will deal with the operations of the Government railways and canals up to 30th June last, and the works of construction up to date.

TABLE showing the length of the Government railways on the 30th June, 1894:—

INTERCOLONIAL RAILWAY.

	Miles.	Total miles.
Chaudière Junction to Halifax	678	
Moncton to St. John	89	
Truro to Sydney	217	
Oxford Junction to Pictou	70	
Chaudière Junction to Lévis	8	
Lévis to St. Charles Junction via Harlaka	14	
Dalhousie Junction to Dalhousie	7	
Derby Junction to Indiantown	14	
Painsec Junction to Point du Chêne	11	
Pugwash Junction to Pugwash	5	
Stellarton Junction to Brown's Point	12	
North Sydney Junction to North Sydney	5	
New Glasgow to Pictou Landing	7	
Richmond to Dartmouth	5	
Total miles showing a regular train service		1,142

FREIGHT BRANCHES.

	Miles.	Total miles.
Rivière du Loup Wharf Branch	4	
Rimouski do	2	
Newcastle do	2	
Dorchester do	1	
Courtney Bay do	1	
Sackville do	½	
Stewiacke do	1	
Halifax Cotton Factory Branch	1	
		12½
Total length of the Intercolonial Railway		1,154½

WINDSOR BRANCH.

Windsor Branch Junction to Windsor	32

PRINCE EDWARD ISLAND RAILWAY.

Souris to Tignish	168	
Mount Stewart to Georgetown	24	
Charlottetown to Royalty Junction	5	
Emerald Junction to Cape Traverse	13	
Alberton to Cascumpec Wharf	1	
		211
Total length of Government railways		1,397½

The result of the year's operations of the Government railways may be stated as follows :—

Name of Railway.	Mileage in operation.	—	Amount.	Profit.	Loss.
			$ cts.	$ cts.	$ cts.
Intercolonial Railway	1,142	Earnings	2,987,510 27		
		Working expenses	2,981,671 98		
				5,838 29	
Windsor Branch Railway	32	⅓ earnings	32,975 47		
		Maintenance	17,645 09		
				15,330 38	
Prince Edward Island Railway	211	Earnings	158,533 83		
		Working expenses	226,891 06		
					68,357 23
				21,168 67	68,357 23
		Deduct profit from loss			21,168 67
Total miles	1,385	Net loss			47,188 56

The road and rolling stock have been efficiently maintained and the traffic has been well conducted.

The gross earnings of the Government railways for the last two years compared as follows :—

——	1892-93.	1893-94.
	$ cts.	$ cts.
Intercolonial Railway	3,065,499 09	2,987,510 27
Windsor Branch Railway	34,316 11	32,975 47
Prince Edward Island Railway	162,690 42	158,533 83
Total	3,262,505 62	3,179,019 57

Showing a slight falling off in the traffic, the gross earnings showing a decrease of $83,486.05.

The gross working expenses of the Government railways for the last two years compared as follows :—

——	1892-93.	1893-94.
	$ cts.	$ cts.
Intercolonial Railway	3,045,317 50	2,981,671 98
Windsor Branch Railway	16,889 95	17,645 09
Prince Edward Island Railway	226,422 17	226,891 06
Total	3,288,629 62	3,226,208 13

Showing a reduction in working expenses for the year, compared with the previous year, of $62,421.49. This is made up of the following :—

——	1892-93.	1893-94.	Difference.	
			Increase.	Decrease.
	$ cts.	$ cts.	$ cts.	$ cts.
Locomotive power	1,113,683 53	1,139,245 50	25,561 97	
Car expenses	691,605 47	710,681 32	19,075 85	
Maintenance of way and works	877,123 19	774,183 33		102,939 86
Station expenses	400,207 50	395,972 08		4,235 42
General charges	206,009 93	206,125 90	115 97	
	3,288,629 62	3,226,208 13	44,753 79	107,175 28
				44,753 79
Net decrease				62,421 49

INTERCOLONIAL RAILWAY.

The ocean-borne traffic both in passenger and freight via the port of Halifax was much lighter during the winter season of 1893-94 than during the corresponding season of the year previous, as will be seen by the figures given on the following page :

COMPARATIVE STATEMENT of ocean-borne passenger business done at the port of Halifax during the winter seasons of 1892-93 and 1893-94.

Name of Steamer.	1892-93. No. of Passengers.			Name of Steamer.	1893-94. No. of Passengers.		
	1st Class.	2nd Class.	Total.		1st Class.	2nd Class.	Total.
Mongolian	41	1,369	1,410	Carthagenian	7	273	280
Labrador	65	1,057	1,122	Oregon	37	273	310
Sardinian	55	1,054	1,109	Markomonia	9	41	50
Vancouver	51	1,812	1,863	Numidian	52	436	488
Assyrian	4	118	122	Stubbenhuk		255	255
Numidian	66	1,936	2,002	Labrador	65	667	732
Carthagenian	14	273	287	Assyrian	7	33	40
Oregon	19	616	635	Gremin		225	225
Parisian	68	1,029	1,097	Mongolian	27	290	317
Sarnia	25	569	594	Lake Winnipeg	11	334	345
Prussian	1	201	202	Vancouver	34	342	376
Baunwall		378	378	Corean	1	42	43
Lake Superior	9	408	417	Laurentian	15	240	255
Lake Ontario	1	346	347	Lake Ontario	16	144	160
Hungarian		372	372	Lake Superior	6	132	138
Peruvian	1	424	425	Lake Nepigon	1	43	44
Slavonia		442	442	Pomeranian	4	55	59
State of Nebraska		247	247	Parisian	22	423	445
Buenos Ayres	2	579	581	Sarnia	13	420	433
Total	422	13,230	13,652	Total	327	4,668	4,995

Of these 13,652 passengers, in 1892-93, 8,887 travelled via St. John by the Canadian Pacific Railway, and 4,765 travelled via Chaudière by the Grand Trunk Railway.

Of the 4,995 passengers, in 1893-94, 3,303 travelled via St. John by the Canadian Pacific Railway, and 1,692 travelled via Chaudière by the Grand Trunk Railway.

COMPARATIVE STATEMENT of the ocean-borne freight traffic during the winter seasons of 1892-93 and 1893-94.

Name of Line of Steamers.	WINTER OF 1892-93.			Name of Line of Steamers.	WINTER OF 1893-94.		
	Measurement tons.	Weight.	Total tons.		Measurement tons.	Weight.	Total tons.
Allan Line from Liverpool	1,478	1,038	2,516	Allan Line from Liverpool	2,280	1,536	3,816
Dominion Line from Liverpool	821	424	1,245	Canada and Newfoundland from Liverpool	134	360	494
Beaver Line from Liverpool	194	99	293	Furness Line from London	1,183	817	2,000
Halifax, Liverpool & London Line from Liverpool	150	370	520	Dominion Line from Liverpool	673	133	806
Furness Line from London	1,756	2,226	3,982	Donaldson Line from Glasgow	10	213	223
Furness Line from Hamburg	45	1,262	1,307	Hansa Line from Antwerp	1		1
Hansa Line from Hamburg	24	28	52	Beaver Line from Liverpool	101	121	222
Donald Line from Glasgow	477	4,347	4,824				
Allan Line from Glasgow	2,871	2,104	4,975				
Total	7,816	11,898	19,714	Total	4,382	3,180	7,562

The following is a statement of the quantity and classes of the rolling stock purchased on capital account up to 30th June, 1894 :—

	Engines.	Passenger Car Stock.					Conductors' Vans.	Box and Cattle Cars.	Platform Cars.	Coal Cars of three several kinds.	Snow Ploughs.	Wing Ploughs.	Flangers.	Rotary Snow Ploughs.
		1st Class Sleeping and Parlour.	1st Class.	2nd Class Sleeping.	2nd Class.	Baggage and Mail.								
	204	15	92	7	94	24	99	2,071	2,209	999	44	10	21	2
		5				39		103		418				
										768				
Total.....	204	20	92	7	94	63	99	2,174	2,209	2,185	44	10	21	2

One second-class passenger car was converted into a second-class sleeper, and sixty-seven coal cars have been converted into platform cars during the year ended 30th June, 1894.

The following is a statement of the quantity and classes of rolling stock which have been rebuilt during the year ended 30th June, 1894, at cost of revenue to maintain the stock :—

	Engines.	Passenger Car Stock.					Conductors' Vans.	Box and Cattle Cars.	Platform Cars.	Coal Cars of three several kinds.	Snow Ploughs.	Wing Ploughs.	Flangers.	Rotary Snow Ploughs.
		1st Class Sleeping and Parlour.	1st Class.	2nd Class Sleeping.	2nd Class.	Baggage and Mail.								
	5				1			210	59	74	1			

NOTE.—One 2nd class car rebuilt as a 2nd class sleeper; of the 74 coal cars rebuilt, 58 were rebuilt as platform cars.

The following table shows the working expenses, gross earnings, the tonnage of freight and number of passengers carried each year since 1st July, 1876, when the road was first opened as a through line to the west :—

Year.	Average Miles in Operation.	Working Expenses.	Gross Earnings.	Profit.	Loss.	Tons of Freight carried.	No. of Passengers carried.
		$ cts.	$ cts.	$ cts.	$ cts.		
1876-77	714	1,661,673 55	1,154,445 33		507,228 22	421,327	613,420
1877-78	714	1,816,273 56	1,378,946 78		432,326 78	522,710	618,957
1878-79	714	2,010,183 22	1,294,009 69		716,083 53	510,861	640,101
1879-80	829	1,603,429 71	1,506,298 48		97,131 23	561,924	581,483
1880-81	840	1,759,851 27	1,760,393 92	542 65		725,777	631,245
1881-82	840	2,069,657 48	2,079,262 66	9,605 18		838,956	779,994
1882-83	840	2,360,373 27	2,370,910 10	10,547 83		970,961	878,600
1883-84	887	2,377,433 62	2,384,414 92	6,981 30		1,009,237	944,636
1884-85	941	2,519,751 56	2,441,203 66		78,547 90	989,936	957,228
1885-86	946	2,583,999 67	2,450,093 88		133,905 79	1,023,788	932,880
1886-87	966	2,922,369 62	2,660,116 93		262,252 69	1,143,020	942,784
1887-88	971	3,366,781 74	2,983,336 05		383,445 69	1,288,823	1,040,163
1888-89	971	3,244,647 73	2,967,801 00		276,846 73	1,218,877	1,136,272
1889-90	971	3,560,575 74	3,012,739 87		547,835 87	1,368,819	1,219,233
1890-91	1,094	3,662,341 94	2,977,395 38		684,946 56	1,304,534	1,298,304
1891-92	1,142	3,439,377 00	2,945,441 97		493,935 03	1,264,575	1,297,732
1892-93	1,142	3,045,317 50	3,065,499 09	20,181 59		1,388,080	1,292,878
1893-94	1,142	2,981,671 98	2,987,510 27	5,838 29		1,342,710	1,301,062

The following table shows the number of tons of coal carried over the Intercolonial Railway from the Nova Scotia collieries to Chaudière Junction and St. John for points west thereof, and to local stations in each year since the commencement of the trade in 1878-79 :—

Year.	For the West.		To Local Stations.	Total.
	Via Chaudière.	Via St. John.		
1876-77			103,420	103,420
1877-78			97,043	97,043
1878-79	300		112,232	112,532
1879-80	1,097		135,369	136,466
1880-81	6,102	4,022	174,483	184,607
1881-82	18,015	11,779	218,364	248,158
1882-83	12,837	22,206	227,380	262,423
1883-84	22,014	19,534	252,014	293,562
1884-85	133,440	1,773	213,791	349,004
1885-86	171,170	21,150	215,272	407,592
1886-87	192,871	27,536	233,178	453,585
1887-88	183,704	36,228	309,727	529,659
1888-89	160,026	27,923	338,538	526,487
1889-90	164,453	25,126	366,967	556,546
1890-91	113,996	39,213	344,829	498,038
1891-92	35,447	5,918	392,441	433,806
1892-93	136,868	3,775	402,653	543,296
1893-94	102,273	8,028	367,390	478,691

It thus appears that the largest tonnage of coal carried over the road for the west was in the year 1886-87, when it reached 220,407, since which the through coal traffic for points west of the Intercolonial Railway has been on the decline.

TABLE showing the number of bushels of grain carried during each year for shipment at Halifax since the road was opened as a through line to the west.

Year.	Bushels.		Total.	Year.	Bushels.		Total.
	Via Chaudière.	Via St. John.			Via Chaudière.	Via St. John.	
				Brought forward	405,301		405,301
1876-77				1885-86	389,122		389,122
1877-78				1886-87	575,880		575,880
1878-79				1887-88	69,021		69,021
1879-80				1888-89	129,725		129,725
1880-81				1889-90	502,012		502,012
1881-82				1890-91	148,803	69,534	218,337
1882-83	31,011		31,011	1891-92	745,997	519,500	1,265,497
1883-84	73,389		73,389	1892-93	155,306	197,669	352,975
1884-85	300,901		300,901	1893-94	Nil.	8,026	8,026
Carried forward	405,301		405,301	Total	3,121,167	794,729	3,915,896

TABLE showing the number of barrels of flour carried during each year since the road was first opened as a through line to the west.

Year.	Barrels.	Year.	Barrels.
1876-77	254,710	1885-86	761,127
1877-78	657,778	1886-87	763,894
1878-79	630,329	1887-88	871,838
1879-80	533,248	1888-89	948,514
1880-81	672,310	1889-90	1,116,050
1881-82	692,095	1890-91	1,013,129
1882-83	983,916	1891-92	954,015
1883-84	817,134	1892-93	856,913
1884-85	935,977	1893-94	944,967

TABLE showing the number of bushels of grain carried during each year since the road was first opened as a through line to the west.

Year.	Bushels.	Year.	Bushels.
1876-77	292,852	1885-86	849,800
1877-78	331,170	1886-87	1,018,395
1878-79	302,921	1887-88	1,219,035
1879-80	534,021	1888-89	1,526,158
1880-81	565,678	1889-90	2,610,202
1881-82	560,253	1890-91	2,890,921
1882-83	1,195,601	1891-92	3,776,677
1883-84	654,673	1892-93	1,514,619
1884-85	734,902	1893-94	1,304,684

TABLE showing the quantity of lumber in feet carried during each year over the road since it was first opened for traffic as a through line to the west.

Year.	Feet.	Year.	Feet.
1876-77	58,096,474	1885-86	117,186,512
1877-78	56,626,547	1886-87	161,801,763
1878-79	55,626,696	1887-88	197,755,272
1879-80	55,462,654	1888-89	199,507,777
1880-81	72,841,388	1889-90	210,886,071
1881-82	78,356,418	1890-91	184,188,324
1882-83	104,633,417	1891-92	175,474,340
1883-84	131,120,948	1892-93	181,211,013
1884-85	138,493,675	1893-94	200,507,949

TABLE showing the number of live stock carried during each year over the road since it was first opened for traffic as a through line to the west.

Year.	Number.	Year.	Number.
1876-77	34,414	1885-86	74,498
1877-78	46,498	1886-87	82,896
1878-79	47,584	1887-88	98,302
1879-80	70,990	1888-89	85,960
1880-81	61,574	1889-90	86,771
1881-82	73,479	1890-91	95,529
1882-83	68,388	1891-92	87,889
1883-84	60,090	1892-93	93,369
1884-85	70,785	1893-94	79,203

TABLE showing the number of tons of ocean-borne goods from Europe, via the port of Halifax, carried over the road during each year since it was first opened for traffic as a through line.

Year.	Via Chaudière for the West.	Via St. John for the West.	To local stations.	Total.
	Tons.	Tons.	Tons.	Tons.
1876-77				
1877-78	14,949		3,405	18,354
1878-79	21,628		2,643	24,271
1879-80	21,073		4,952	26,025
1880-81	15,454		3,334	18,788
1881-82	21,607		4,168	25,775
1882-83	24,875		7,911	32,786
1883-84	19,696		6,533	26,229
1884-85	22,787		8,405	31,192
1885-86	13,464		8,216	21,680
1886-87	16,923		9,811	26,734
1887-88	41,864		8,878	50,742
1888-89	17,340		11,481	28,821
1889-90	9,895		11,730	21,625
1890-91	9,923		10,764	20,687
1891-92	9,719	17	23,835	33,571
1892-93	7,295	100	12,319	19,714
1893-94	3,023	204	13,455	16,682

TABLE showing the number of tons of raw and refined sugar carried over the road during each year since it was first opened as a through line.

Year.	Raw Sugar.				Refined Sugar.			
	To Chaudière for the West.	To St. John for the West.	To Local Stations.	Total.	To Chaudière for the West.	To St. John for the West.	To Local Stations.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1876-77	340			340				
1877-78	186			186				
1878-79	1,041			1,041				
1879-80	12,220			12,220				
1880-81	13,872			13,872	4,022		2,902	6,924
1881-82	14,256		1,290	15,546	7,146		3,607	10,753
1882-83	9,465		508	9,973	11,126		5,497	16,623
1883-84	13,778		3,068	16,846	14,543		7,265	21,808
1884-85	10,381		3,661	14,042	18,024		8,445	26,469
1885-86	4,394		3,998	8,392	7,660		5,858	13,518
1886-87	20,450		8,500	28,950	15,044		8,395	23,439
1887-88	14,320		14,085	28,405	21,641		7,133	28,774
1888-89	24,358		7,160	31,518	12,955		11,120	24,075
1889-90	7,390		8,913	16,303	6,778		6,125	12,903
1890-91	5,088	4,670	8,215	17,973	10,130	468	5,996	16,594
1891-92	7,142	3,960	10,535	21,637	12,633	7,674	12,414	32,721
1892-93	Nil.	Nil.	10,137	10,137	8,327	6,456	7,840	22,623
1893-94	Nil.	Nil.	6,775	6,775	17,729	6,967	8,885	33,581

TABLE showing the number of tons of fresh and salt fish carried over the road during each year since it was opened as a through line.

Year.	Fresh Fish.				Salt Fish.			
	To Chaudière for the West.	To St. John for the West.	To Local Stations.	Total.	To Chaudière for the West.	To St. John for the West.	To Local Stations.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1876-77	530	921	527	1,978	551	1,848	802	3,201
1877-78	596	1,015	474	2,085	898	1,644	805	3,347
1878-79	471	1,336	817	2,624	988	1,038	1,048	2,974
1879-80	519	1,362	453	2,334	1,612	2,238	959	4,809
1880-81	498	1,879	920	3,297	2,418	937	1,051	4,406
1881-82	475	1,619	957	3,051	4,031	1,066	2,487	7,584
1882-83	542	384	393	1,319	3,299	759	1,354	5,412
1883-84	838	1,682	412	2,932	1,322	1,143	1,224	3,689
1884-85	1,062	1,885	484	3,431	3,563	3,600	1,596	8,759
1885-86	1,669	1,645	902	4,216	1,680	2,047	3,376	7,103
1886-87	1,278	1,572	2,008	4,858	3,236	569	1,747	5,552
1887-88	1,533	1,477	1,031	4,041	2,617	476	1,099	4,193
1888-89	2,474	2,000	1,870	6,344	3,070	7,746	2,994	13,810
1889-90	2,235	1,787	2,111	6,223	2,449	847	3,288	6,584
1890-91	2,029	2,788	1,848	6,665	1,953	1,917	3,236	7,106
1891-92	1,367	1,746	547	3,660	1,946	928	1,889	4,763
1892-93	1,683	1,875	3,340	6,898	3,262	1,811	2,176	7,249
1893-94	1,959	2,192	2,224	6,375	2,921	1,814	2,962	7,697

Twenty-seven miles of the 56-lb. steel rails have been lifted and replaced at the cost of revenue by 2,943 tons of 67-lb. steel rails, and 262,927 ties have been renewed.

Capital Account.

Total cost of road and equipment up to 30th June, 1894 :—

Road, &c	$46,893,281 32
Rolling stock	7,787,623 57
Total	$54,680,904 89

The train ferry established across the Strait of Canso between Mulgrave and Point Tupper stations is doing good work, and is a great improvement to the service.

Both the road and rolling stock have been maintained in a high state of efficiency.

WINDSOR BRANCH RAILWAY.

This road has been operated under the new agreement with the Windsor and Annapolis Railway Company, it being practically a renewal of the lease dated 21st September, 1891. The company continue to receive two-thirds of the gross earnings for working the traffic, and the Government one-third of the gross earnings for maintaining the way and works.

Table showing the earnings and its division between the Windsor Branch and the Main Line of the Intercolonial Railway between Windsor and Halifax, the maintenance, expenses and net earnings of the Windsor Branch for each year since 1880.

Year.	Miles in Operation.	One-third Gross Earnings.	Proportion of one-third Gross Earnings credited to Line Windsor Junction to Halifax.	Proportion of one third Gross Earnings credited to the Windsor Branch.	Maintenance Expenses.	Profit.	Loss.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1880-81..	32	28,434 29	7,217 76	21,216 53	20,502 26	714 27	
1881-82..	32	28,461 07	7,407 88	21,053 19	13,099 55	7,953 64	
1882-83..	32	32,199 77	8,085 88	24,113 89	23,103 93	1,009 96	
1883-84..	32	30,428 39	7,409 46	23,018 93	22,140 86	878 07	
1884-85..	32	32,246 30	7,794 95	24,451 35	18,751 96	5,699 39	
1885-86..	32	31,185 63	7,527 52	23,658 11	19,229 49	4,428 62	
1886-87..	32	33,564 58	8,237 00	25,327 58	26,042 33		714 75
1887-88..	32	32,242 85	7,689 30	24,553 55	24,040 33	513 22	
1888-89..	32	37,313 43	8,941 32	28,372 11	20,856 50	7,515 61	
1889-90..	32	39,544 19	9,381 73	30,162 46	18,982 82	11,179 64	
1890-91..	32	39,519 56	9,284 43	30,235 13	28,931 71	1,303 42	
1891-92..	32	42,891 23	9,382 38	33,508 85	19,514 37	13,994 48	
1892-93..	32	43,901 28	9,585 17	34,316 11	16,889 95	17,426 16	
1893-94..	32	41,834 70	8,859 23	32,975 47	17,645 09	15,330 38	

Three miles of old iron rails were lifted and replaced by steel rails of 56 lbs. to the yard.

PRINCE EDWARD ISLAND RAILWAY.

Capital Account.

Total cost of road and rolling stock up to 30th June, 1894 :—

Road, &c	$3,291,836 38
Rolling stock	458,729 00
Total	$3,750,565 38

The rolling stock provided on capital account consists of :—

Engines.	Passenger Car Stock.				Box and Cattle Cars.	Platform Cars.	Conductors' Vans.	Pay Cars.	Snow Ploughs	Flangers
	1st Class Cars.	2nd Class Cars.	Baggage and Smoking Cars.	Official Cars.						
21	17	16	3	1	175	125	3	1	8	7

Statement of rolling stock rebuilt during the year—4 platform cars, 1 second-class car.

The following table shows the working expenses, the gross and net earnings, the tons of freight and number of passengers carried each year since the 30th June, 1875, when the road was first opened for traffic :—

Year.	Miles in Operation.	Working Expenses.	Gross Earnings.	Loss.	Tons of Freight carried.	No. of Passengers carried.
		$ cts.	$ cts.	$ cts.		
1875-76	199	214,930 43	118,060 96	96,869 47	28,358	93,964
1876-77	199	228,595 25	130,664 92	97,930 33	41,039	93,478
1877-78	199	221,599 49	135,899 60	85,699 89	38,923	111,428
1878-79	199	223,313 12	125,855 99	97,457 21	38,668	105,046
1879-80	199	164,640 55	113,851 11	50,789 44	37,208	90,533
1880-81	199	203,122 88	131,131 43	71,991 45	45,336	102,937
1881-82	199	228,259 97	137,267 54	90,922 43	48,315	118,436
1882-83	199	252,808 41	146,170 42	106,637 99	51,920	117,162
1883-84	199	236,428 13	144,504 12	91,924 01	51,841	118,988
1884-85	211	211,207 01	158,588 06	52,618 95	57,346	130,423
1885-86	211	216,744 34	155,584 36	61,159 98	57,913	120,374
1886-87	211	204,237 37	155,303 37	48,934 00	53,589	103,067
1887-88	211	229,639 95	158,363 62	71,276 33	59,603	131,246
1888-89	211	247,559 44	171,369 56	76,189 89	56,682	152,780
1889-90	211	266,485 85	160,971 78	105,514 07	51,604	133,099
1890-91	211	257,990 08	174,258 05	83,732 03	59,511	145,508
1891-92	211	289,706 38	157,442 69	132,263 69	51,065	139,389
1892-93	211	226,422 17	162,690 42	63,731 75	56,718	132,111
1893-94	211	226,891 06	158,533 83	68,357 23	53,577	123,727

Nine miles of old iron track were renewed with steel rails weighing 50 lbs. to the yard, so that the track now stands :—

	Miles.
Steel rails (50 lbs. to yard)	101
Iron rails (40 lbs. to yard)	110
Total length of road	211

One thousand tons of 50-lb. steel rails have been delivered for renewals of track in 1894–95, and a contract has recently been entered into for the supplying of 1,000 tons to be delivered in June, 1895, for renewals in 1895–96.

The road and rolling stock are in good running condition.

CAPITAL ACCOUNT.

Canadian Pacific Railway.

The work of improvements on the section of the railway in British Columbia between Savona's Ferry (Kamloops) and Port Moody, built by the Government, has not advanced very rapidly during the year.

The total award of the arbitrators in favour of the Canadian Pacific Railway Company was		$579,255 20
The following statement shows the progress made with the work from time to time :		
Amount of work done previous to date of award, July, 1891	$202,675 20	
Amount of work since done :		
From July, 1891, to February, 1892	11,966 79	
In February, 1892	188 15	
March "	9,160 77	
April "	16,674 16	
May "	16,010 86	
June "	21,696 89	
July "	21,907 15	
August "	19,477 77	
September "	21,182 75	
October "	22,278 71	
November "	12,349 29	
December "	4,772 04	
January, 1893	6,183 40	
February "	3,873 20	
March "	4,014 85	
April "	10,815 33	
May "	10,445 76	
June "	8,329 18	
July "	6,269 49	
August "	7,889 02	
September "	11,954 28	
October "	9,398 85	
November "	1,920 40	
December "	Nil	
January, 1894	Nil	
February "	84 37	
March "	2,026 64	
April "	6,108 73	
May "	8,455 57	
June "	615 20	
July "	4,702 91	
August "	8,919 75	
		492,347 46
Value of balance of work remaining to be done		$ 86,907 74

Mr. Desbarats, the Government Superintending Engineer, informs me the work is being well and substantially done, and that other great improvements in the road are being made, outside the award, by the Canadian Pacific Railway Company, which will produce a road of the most permanent character. An unprecedentedly heavy freshet occurred in the Thompson and Fraser Rivers early last spring causing serious and extensive damage to the road-bed and works, resulting in a suspension of through traffic for a short period, but so soon as the flood began to subside, the company with their usual promptness set to work to repair the damage, and in a very short time their trains were running with their accustomed regularity.

Owing to the great depression in trade on this continent the earnings of the road were less than in the previous year.

The following are the traffic operations of the Canadian Pacific Railway for each year ended 30th June, since the road first opened through to the Pacific Coast, for traffic, in June, 1886 :—

	1886-87. Miles, 4,274.	1887-88. Miles, 4,662.	1888-89. Miles, 4,974.	1889-90. Miles, 5,086.	1890-91. Miles, 5,537.	1891-92. Miles, 5,537.	1892-93. Miles, 5,782.	1893-94. Miles, 6,094.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Earnings	10,650,254 08	12,711,010 01	13,016,611 81	15,572,985 62	18,672,174 04	20,789,104 17	20,795,304 66	19,357,098 05
Working expenses	7,299,045 16	9,034,360 27	8,997,312 05	9,424,166 45	11,538,133 53	12,441,126 28	12,665,587 12	12,447,808 03
Net revenue	$3,351,208 82	$3,676,649 74	$4,019,299 76	$6,148,819 17	$7,134,040 51	$8,347,977 89	$8,129,717 54	$6,909,290 02
No. Passengers carried	1,949,215	2,135,735	2,457,306	2,685,730	2,971,774	3,150,684	3,335,598	3,153,340
Tons Freight carried	2,118,319	2,321,957	2,636,121	3,006,684	3,675,113	4,058,575	4,266,348	4,014,915

Though the working of the road showed reduced earnings and a less volume of business than during the year previous, nevertheless the falling off in the traffic is much less marked than on the American transcontinental lines of railway which are its great competitors.

The company has continued the work of replacing wooden structures throughout their line with culverts and solid earthen embankments and with steel structures during the past season, so that year by year the road and works become more permanent in character.

CAPITAL ACCOUNT—CANALS.

Sault Ste. Marie Canal.

Construction.

The work of construction of this canal is practically completed, excepting the river reaches, which have only been dredged out for a depth of 18 feet of water at extreme low water, whereas the lock and prism of the canal are constructed for a 20 feet navigation.

On the 27th of September, 1894, the water was let into the lower level of the canal, and the guard gates were hung, and on the 15th of October, 1894, water was let into the upper level when the steam tug "Rooth" was locked through by hand, she being the first vessel to pass through the canal, the machinery for operating the valves and lock gates not then being in operating condition.

This work has been visited from time to time during its progress by eminent foreign and Canadian engineers, all of whom, so far as I have heard, speak in the highest terms of the character of the work, more especially of the works of construction of the lock, and I believe it to be one of the finest works of its kind on this continent, reflecting credit on the several contractors engaged in the work, and of the government staff in charge.

The following is a list of the names of the contractors for the several classes of work:

Messrs. Hugh Ryan & Co., for the eastern entrance, lock, prism and power house.

Messrs. Allan & Fleming, for the western entrance.

The Hamilton Bridge Co., for the swing bridge over canal.

Messrs. Beatty & Sons, for the pumps for emptying locks.

Messrs. Kennedy & Bros., for the water wheels, shafting, &c.

The Canadian Machine and Engine Co., for the machinery for working lock gates and valves.

Messrs. Miller Bros., for the motor houses.

Messrs. Miller Bros. also built the lock gates for the contractors, and a splendid piece of work they made of them.

The estimated cost of the work complete (including the river stretches) for 20 feet navigation is.....	$4,000,000
Amount paid up to 1st October, 1894.....	2,823,498
Balance.....	$1,176,502

Of this balance, about $600,000 is for deepening the river reaches for 20 feet navigation.

Appended hereto will be found the report of Mr. William G. Thompson, the Superintending Engineer, from a perusal of which full information as regards the works up to 30th June, 1894, can be obtained.

Soulanges Canal.

Construction.

The work on this canal has progressed steadily during the year, but not with any great degree of vigour. The only masonry built so far has been the piers and abutments for the swing bridge and fixed bridge carrying the Canada Atlantic Railway over the canal and highway, and a retaining wall on section No. 13.

A very considerable quantity of excavation has been done in forming the prism of the canal throughout, excepting upon section No. 12 on which no work has been done during the past year. On sections Nos. 8, 10 and 11, the large 10 feet iron cylinder culverts have been well advanced, many of the cylinders having been set in place and the concrete bedding and covering laid. Of the five locks, not a stone or a yard of concrete has been laid, but the contractor for sections Nos. 1 and 2, on which are located four of the locks, has quarried about 22,000 cubic yards of stone, about 5,500 cubic yards are cut, the balance being for backing. On contract No. 4, no preparation has been made for building the lock.

Some advancement has been made with the cribwork at both the upper and lower entrances of the canal.

The following statement will give a pretty clear idea of the progress made with the work:

Sections Nos. 1 and 2.—Archibald Stewart, contractor.

Approximate value of work under contract	$818,400
Amount paid up to 1st October, 1894	197,280
Balance	$621,120

Section No. 3.—Messrs. O'Leary Bros., contractors.

Approximate value of work under contract	$191,500
Amount paid up to 1st October, 1894	81,270
Balance	$110,230

Sections Nos. 4, 5, 6 and 7.—George Goodwin, contractor.

Approximate value of work under contract	$848,000
Amount paid up to 1st October, 1894	234,450
Balance	$613,550

Section No. 8.—Charles Raynor, contractor.

Approximate value of work under contract	$240,000
Amount paid up to 1st October, 1894	97,480
Balance	$142,520

Section No. 9.—Randolph McDonald, contractor.

Approximate value of work under contract	$130,000
Amount paid up to 1st October, 1894	47,880
Balance	$ 82,120

Section No. 10.—Messrs. Rogers & Taylor, contractors.

Approximate value of work under contract	$210,500
Amount paid up to 1st October, 1894	108,666
Balance	$ 101,834

Section No. 11.—Messrs. Poupore & Fraser, contractors. This section was first under contract with George Goodwin, who was allowed to transfer it to Thomas Feeney,

who struggled with it for some time, but was making unsatisfa tory progress, and was permitted to transfer his contract to the present contractors, who are getting the work into better shape.

Approximate value of work under contract	$255,000
Amount paid up to 1st October, 1894	112,200
Balance	$142,800

Section No. 12.—George Goodwin, contractor. This contract was originally let to Messrs. O'Brien & Son, who failed to carry it out, and the work was re-let to the present contractor.

Approximate value of work under contract	$202,935
Amount paid up to 1st October, 1894	36,941
Balance	$165,994

Section No. 13.—Randolph McDonald, contractor.

Approximate value of work under contract	$480,000
Amount paid up to 1st October, 1894	146,370
Balance	$333,630

In addition to the foregoing, the Dominion Bridge Company have a contract for the erection of the steel superstructure of the bridge carrying the Canada Atlantic Railway over the canal; the work is nearly completed, but no payment has been made.

Summary.

Approximate value of work under contract	$3,376,335
Amount paid up to 1st October, 1894	1,062,537
Balance	$2,313,798

Based upon the above named contracts, the canal is estimated to cost, including land and damages	$4,750,000
Total amount paid up to 1st October, 1894	1,239,253
Balance	$3,510,747

At the rate of progress made with the works during the past season, it will take from three to four years or more yet to complete the canal and place it in working order.

LACHINE CANAL.

Construction and Enlargement.

The works carried on under the above heading were :—

1st. The Lachine drain.

2nd. Dredging between the lower entrance to the Lachine Canal and St. Gabriel Basin.

3rd. The Wellington bridges.

The Lachine drain, embracing an open ditch and a brick sewer, under contract with Messrs. Heney & Borthwick, is now completed and the final estimate is being prepared. Up to the 30th September, 1894, there had been paid on this work the sum of $114,546, leaving a few thousand dollars only remaining unpaid upon the completed work.

The town of Lachine paid for the land required for the brick sewer through that municipality, and that part of the sewer is to be the property of the town and they are to maintain it hereafter.

The estimated cost of the Lachine drain is	$159,000
The amount paid up to 1st October, 1894, is	156,635
Balance	$ 2,365

The dredging is being done from the lower entrance of the Lachine Canal to the St. Gabriel Basin by the Government dredge, the design is to give a depth of water of 22 feet, but the cut now being made gives only 20 feet of water, some alterations will have to be made in the machine to enable it to take out the additional 2 feet in depth. Good progress has been made with the work during this season, and a large body of material has been moved, the larger portion of which has been dumped in the harbour of Montreal, on the site of the bank now being formed in connection with the harbour improvements.

The estimated cost of this dredging is	$150,000
Cost of carrying on work by Government dredge to 1st October, 1894	23,486
Balance	$126,514

It is proposed to carry on this work upon the opening of navigation next season. The dredge has done good service this year.

The amount paid during the year up to 1st October, 1894, on account of the Wellington bridges is $22,052.43.

A contract has been entered into with Messrs. McNamee & Mann for the deepening of the prism of the Lachine Canal to 16 feet from St. Gabriel to Lachine, but no work has yet been done.

For full particulars of the operations up to 30th June, 1894, I must refer you to the reports of the Superintending Engineer and his assistants.

LAKE ST. LOUIS.

Deepening and Straightening Channel.

A contract has been made with the Weddell Dredging Company of Trenton to cut a straight channel 300 feet wide with a depth of 16 feet of water for a distance of about four miles. The contractors are organizing for a vigorous commencement of the work next spring, no work can be done in the open lake this season.

TRENT VALLEY CANAL.

Construction.

During the season, surveys have been made of the Peterboro' and Lakefield Division, a distance of about 9 miles and also of the Simcoe and Balsam Lake Division, a distance of about 17½ miles. Plans and specifications have been prepared and tenders invited for a 3½ mile section on the first named division, and for a 5½ mile section on the second division, and in the course of a few weeks it is proposed to put the balance of each of these two divisions up to competition. Mr. R. Rogers is the superintending engineer, and his chief assistants are Messrs. Fellowes and Greenwood.

MURRAY CANAL.

Equipment.

Provision is made in the parliamentary appropriation for the equipment of this canal, viz., erection of houses for lockmen, store, &c., but up to the 30th September, 1894, no work had been commenced.

CORNWALL CANAL.

Construction and Enlargement.

The works of enlargement are drawing near a close with the exception of the works contracted for in 1893, with Messrs. Davis & Sons, which are familiarly known as the Sheik's Island dams. These large dams and works in connection are being prosecuted with vigour, and most excellent work is being done; when completed, and this stretch of navigation is available for traffic, it will be found such an immense advantage over the old route of the canal, that navigators who have occasion to use the canal will fully appreciate it.

The estimated cost of the enlargement of this canal is...	$4,000,000
The amount paid up to 1st October, 1894, is.....	3,210,679
Balance.....	$ 789,321

The contractors have been paid the following amounts up to 1st October, 1894 :—

Section 2, Wm. Davis & Sons.....	$ 646,336
do 3 do	399,089
do 4 do	443,323
do 5, E. Gilbert & Sons.....	91,098
Sheik's Island dams, Wm. Davis & Sons.....	147,200
Section 6, E. Gilbert & Sons.....	47,721
do 7 do	96,832
do 8 do	162,423
do 10, Jocks, DeLorimier & Co.....	410,380
Total.....	$2,444,402

FARRAN'S POINT CANAL.

Construction.

No work has yet been placed under contract for its enlargement, but the surveys are completed and plans prepared for the work.

RAPIDE PLAT CANAL.

Enlargement.

The work on section No. 1 of this canal has not progressed so rapidly as was expected, owing to unforeseen difficulties which have presented themselves in shutting out the water from the foundation of the lock pit at Morrisburg; however, it is now believed the difficulty has been overcome and that early next season the laying of masonry of the lock will be commenced. The works of widening and deepening have been pushed forward satisfactorily on all the three sections under contract.

The estimated cost of the enlargement is.....	$1,600,000
Amount paid up to 1st October, 1894.....	1,049,122
Balance.....	$ 550,878

The following is a list of the names of the contractors, showing the amounts paid to each up to 1st October, 1894 :—

Section 1—Poupore & Fraser.....	$373,910
do 2—Weddell Dredging Co.....	173,020
do 3—Poupore, Fraser & Co.....	142,080
do 4—William Broder.....	271,141
Total.....	$960,151

GALOPS CANAL.

Enlargement.

The only work in progress is at the upper entrance, where Messrs. Murray & Cleveland have been at work for some years building a lift lock and a guard lock, also widening and deepening the prism; they expect to complete their work next season. The locks are finished and the water was let into them in October, 1894.

The only portion of the enlargement of this canal under contract is the 1½ miles at the upper entrance.

The estimated cost of this section of the enlargement is..	$1,300,000
The amount expended to 1st October, 1894, is.....	1,163,118
Balance.....	$ 136,882

The contractors' names and the amounts paid them up to 1st October, 1894, are as follows, viz. :—

William Allan.....	$ 193,652
Murray & Cleveland.....	910,360
Total.....	$1,104,012

GALOPS RAPID IMPROVEMENTS.

These works remain untouched since last year's report, but in the suit of Messrs. Gilbert & Son *vs.* the Crown, in connection with this work, the Exchequer Court has given judgment in favour of the plaintiff for $171,308.09, which had not been paid up to 1st October, 1894.

Names of contractors and amounts paid up to 1st October, 1894 :—

Wm. Davis & Sons.....	$ 22,000
E. Gilbert & Sons.....	434,500
Total.....	$456,500

There remain from 2,000 to 3,000 cubic yards of rock in the channel which require moving to give a clear navigation for 14 feet draught or 17 feet depth of water.

NORTH AND SOUTH CHANNELS.

No steps have yet been taken towards straightening and deepening either of these channels.

Superintending Engineer Rubidge has made a very full and complete report on the St. Lawrence Canals works, a perusal of which is interesting as giving a clear insight into what has been, is being and is proposed to be done.

ST. PETER'S CANAL.

The work of constructing a wharf has been completed.

The total expenditure on that work, which was completed on 30th June, 1894, amounted to $16,608.

CANALS.

Operations and Maintenance—General.

The canals have been operated throughout the year without any very serious delay to traffic, and the necessary repairs have been executed to maintain them in efficient working condition.

STATEMENT showing the dates of closing and opening of Canals.

Canals.	Closed.	Opened.
Lachine	30th November, 1893	23rd April, 1894.
Beauharnois	1st December, 1893	23rd do 1894.
Cornwall	10th do 1893	23rd do 1894.
Williamsburg	13th do 1893	23rd do 1894.
Welland	11th do 1893	19th do 1894.
Chambly	30th November, 1893	2nd May, 1894.
St. Ours	26th do 1893	2nd April, 1894.
Ste. Anne's	27th do 1893	21st do 1894.
Carillon and Grenville	30th do 1893	23rd do 1894.
Rideau—At Kingston	23rd do 1893	30th do 1894.
Rideau—At Ottawa	30th do 1893	1st May, 1894.
Trent Valley—On Central Reach	19th do 1893	16th April, 1894.
Trent Valley—On Lower Reach	27th do 1893	5th do 1894.
Murray	3rd December, 1893	1st do 1894.
St. Peter's	6th January, 1894	28th do 1894.

MEMO.

The question of organization and staff requirements on the Welland and Lachine Canals has taken form, the staff on the Welland Canal having been, upon the opening of navigation last spring, largely reduced and placed on a sound working basis, and an order has been given to open navigation on the Lachine Canal, next spring, with a reduced force, which will be carried out in due course.

STATEMENT showing the dimensions of the Locks on the Canals.

Name of Canal.	EXISTING SYSTEM.				UNDER CONSTRUCTION.			
	No. of Locks.	Length.	Width.	Depth of water on mitre sills.	No. of Locks.	Length.	Width.	Depth of water on mitre sills.
		Ft.	Ft. in.	Ft. in.		Ft.	Ft.	Ft.
Lachine	5	270	45	14				
Beauharnois	9	200	45	9				
Chambly	9	118to125	22 6 to 24	7				
St. Ours	1	200	45	7				
Ste. Anne's (new)	1	200	45	9				
Carillon and Grenville	7	200	45	9				
Culbute	2	200	45	5				
Trent Valley	13	134	33	5				
Rideau	49	134	33	5				
do Perth branch	2	134	32	5 6				
Murray	No Locks.			11				
Cornwall	3	200	55	9	6	270	45	14
	3	270	45	14				
Williamsburg	6	200	45	9	6	270	45	14
Welland (new)	26	270	45	14				
do (old)	24	150	45	10 3				
	2	200	45	10 3				
	1	230	45	10 3				
Welland Feeder	1	150	26 6	9				
	1	200	45	9				
Welland, Port Robinson branch	2	150	26 6	9 10				
do do Maitland branch	1	185	45	11				
Sault Ste. Marie					1	900	60	20
Soulanges					4	270	45	14
St. Peter's	1	200	48	18				

LACHINE CANAL.

Operation.

There was no interruption to navigation on this canal during the year. The traffic which was large, was conducted satisfactorily.

Maintenance.

The superintending engineer's and superintendent's reports attached give a clear statement of the repairs which were done during the year.

The cost of these repairs for the year 1893-94, amounted to as follows, viz. :—

Ordinary repairs under head of staff and repairs.....		$40,939 70
Special repairs under head of income :—		
Building lock gates.....	$5,734 64	
Repairing break at St. Gabriel's lock.....	1,702 94	
Rebuilding Côte St. Paul pier.....	8,419 16	
		15,856 74
Total.....		$56,796 44

BEAUHARNOIS CANAL.

Operation.

Two accidents occurred on this canal during the year.

1st.—On the night of the 9th of November, 1893, owing to a stick of timber lodging between the two leaves of the gates at lock No. 9, the lower gates were carried away, causing an interruption to traffic of 34 hours.

2nd.—On the 13th of May, 1894, the steamer "Ocean" ran into the lower gates of lock No. 12 damaging them badly, causing a stoppage of traffic for 28 hours. Otherwise the canal was navigated throughout the season satisfactorily.

Maintenance.

The canal works have been well maintained, for particulars of repairs I must refer you to the attached reports of the superintending engineer and superintendent.

The cost of repairs for the year 1893-94, amounted to as follows, viz. :—

Ordinary repairs under head of staff and repairs.....		$13,903 46
Special repairs under head of income :—		
Small special electric plant test.....	$1,170 00	
Building sewer at Valleyfield.....	5,377 72	
		6,547 72
Total.....		$20,451 18

The construction of the sewer at Valleyfield was being carried on by contract, the contractor, however, failed to complete the work, and at the close of the year it was not finished.

CHAMBLY CANAL.

Operation.

This canal was operated throughout the year without accident or interruption to traffic.

Maintenance.

Full particulars of the repairs upon this canal may be found in the attached reports of the superintending engineer and superintendent.

The cost of the repairs executed during the year 1893-94 is as follows, viz :—

Ordinary repairs under the head of staff and repairs....		$11,920 74
Special repairs under head of income :—		
Renewals of seats of bridges Nos. 4 and 6...	$2,999 47	
Gravelling towpath.....	4,197 07	
Fencing along canal at St. Johns.....	804 14	
		8,000 68
Total.....		$19,921 42

ST. OURS LOCK.

Operation.

No damages to canal or delays to navigation have occurred during the year.

Maintenance.

Ordinary repairs under head of staff and repairs, $924.55

There were no special repairs provided for in the parliamentary appropriations.

ST. ANNE'S LOCK.

Operation.

The navigation through this lock has not been interrupted during the year.

Maintenance.

The lock has been kept in good repair as well as the works in connection therewith. The cost of the work during the year is as follows, viz:—

Ordinary repairs under head of staff and repairs.....		$2,799 63
Special repairs under head of income :—		
Repairing south channel pier.....	$2,499 36	
Building stop-log shed.....	998 20	
		3,497 56
Total.....		$6,297 19

CARILLON AND GRENVILLE CANAL.

Operation.

There has been a large traffic through this canal during the year, the navigation has been worked without interruption.

Maintenance.

The works on this canal have been kept in an efficient state of repairs. The wharf at Grenville has on two occasions, during the year, been damaged by fire. How the fire originated is not known, but it is supposed it was started by a spark from a passing steamer.

The cost of the repairs amounted to as follows, viz. :—

Ordinary repairs under head of staff and repairs.....		$11,620 09
Special repairs under head of income :—		
Wing walls at Grenville.....	$3,354 40	
Repairing pier at head of lock 2, Carillon...	898 76	
Repairing dry wall at lock 6.....	276 50	
Building two bulkheads at locks 5 and 6, Grenville.....	582 39	
		5,112 05
Total.....		$16,732 14

CULBUTE CANAL.

Operation.

The navigation on this canal consists of the passage of one tug through the lock from four to eight times a year.

Maintenance.

The following is the cost of repairs for the year :—

Ordinary repairs under head of staff and repairs.....		$494 43

As this canal is a bill of expense without any compensating benefit to the trade of the country, the operating staff will be dispensed with at the close of the present season, and the dams will be removed.

TRENT VALLEY CANAL.

Operation.

The traffic on this canal is light, and must necessarily continue to be so until it is cut through to the Georgian Bay. There was no interruption to navigation during the year.

Maintenance.

For details of the repairs I must refer you to the report of the superintending engineer.

The cost of the repairs was as follows, viz. :—

Ordinary repairs under head of staff and repairs.....		$4,988 59
Special repairs under head of income :—		
Glance booms and piers at Bobcaygeon.....$	427 51	
Opening channel at mouth of Scugog River...	3,976 42	
Towards building a swing bridge at Fenelon Falls.....	13,000 00	
Constructing a dredge (balance).....	3,000 00	
		20,403 93
Total.....		$25,392 52

The Grand Trunk Railway swing bridge at Fenelon Falls has been completed and the $13,000 parliamentary appropriation in aid of the work has been paid to the Grand Trunk Railway Company.

RIDEAU CANAL.

No interruption occurred to navigation during the year ended 30th June, 1894. Since the death of the lamented Superintending Engineer Wise, the canal has been in charge of Mr. Phillips, as acting superintending engineer. He has proved himself devoted to his duties, and has managed the works during the past season very satisfactorily.

The cost of repairs was as follows, viz. :

Ordinary repairs under head of staff and repairs.....		$16,939 47
Special repairs under head of income :		
Pile sheeting west side of Deep Cut, Ottawa	$12,603 70	
Balance due on contract for bulkhead at Hog's Back.....	1,430 41	
Buildings at Kingston Mills and Lower Brewers.....	451 00	
		14,485 11
Total.....		$31,424 58

MURRAY CANAL.

The canal was operated during the year without any mishap and navigation was uninterrupted. 701 trips of vessels passed through the canal during the year ended 30th June, 1894, being 129 vessels less than during the year previous.

The cost of repairs was as follows, viz.:—

Ordinary repairs under head of staff and repairs..... ..	$5,295 57
Special repairs under head of income.....	Nil.

The works have been well maintained.

CORNWALL CANAL.

There were only two short interruptions to navigation during the year. The first occurred on the 13th of November, 1893. The steamer "Cuba" struck and broke the south gate of lock 17, causing a stoppage of navigation for 21 hours.

The second occurred on the 8th of May, 1894, by reason of the anchor bolts of the gates at lock 15 failing, causing a delay to navigation of 11 hours.

The cost of repairs during the year was as follows, viz. :—

Ordinary repairs under head of staff and repairs.....	$7,733 54
Special repairs under head of income.....	Nil.

The volume of traffic through this canal during the year ended 30th June, 1894, was large.

WILLIAMSBURG CANALS.

These canals have been free from accidents during the year and navigation has been uninterrupted.

The cost of repairs during the year has been as follows, viz. :—

Ordinary repairs under head of staff and repairs.....	$7,029 95
Special repairs under head of income.....	Nil.

WELLAND CANAL.

Navigation was interrupted during the year ended 30th June, 1894, on four several occasions as follows, viz. :

1st. On October 5th, 1893, the steamer "Toledo" ran into the gates of lock 25. The damages through this caused a delay to navigation of 24 hours.

2nd. A leak occurred where the 12-mile creek passes under the canal, and to enable repairs to be proceeded with, lock No. 24 had to be unwatered on 1st November, 1893, and navigation was stopped until the 7th of November, or six days.

3rd. A further leak occurred at the same point on November 11th, and navigation was suspended until November 13th, two and a half days.

4th. On the 30th May, 1894, the steamer "City of Windsor" struck and damaged the gates, &c., of lock No. 1, old canal, navigation was stopped until 9th June.

The operations of this canal have been satisfactorily conducted since the reorganization of the staff took effect upon the opening of navigation this spring, and everything appears to be working along smoothly.

The canal works have been maintained in a good state of repair.

The cost of repairs for the year is as follows, viz. :—

Ordinary repairs under head of staff and repairs.....		$53,053 71
Special repairs under head of income :—		
Overhauling superstructure of piers at Port Dalhousie and removal of shoal, also construction of piers for bridge at Thorold..	$1,910 66	
Cleaning and deepening back ditch on north side of feeder.....	611 48	
Repairing about 500 feet of canal bank damaged by a slide.....	7,183 30	
Bridge over old lock No. 2 and road.....	3,452 76	
		13,158 20
Total.....		$66,211 91

ST. PETER'S CANAL.

The canal navigation was not interrupted during the year.
The cost of repairs for the year was as follows, viz. :—

Ordinary repairs under head of staff and repairs	$1,986 70
Special repairs under head of income :—	
Reconstructing whole of west wall	3,852 21
Total	$5,838 91

The stores department of the canals is being managed much more satisfactorily now than in the past, and on most of the canals the supplies and materials are purchased by tender, and are only issued upon requisition of the authorized officers, and books kept recording the receiving of their goods and their issue.

RAILWAY SUBSIDIES.

I submit herewith a statement showing the amount of cash subsidies granted in aid of railway construction and equipment, the total amount paid up to the end of June, 1894, and also up to 1st October, 1894, also a statement showing the railways which have been granted aid in land.

$7,264\frac{11}{100}$ miles have been granted cash subsidies per mile, 325 miles have been granted cash subsidies per annum, and $4,463\frac{25}{100}$ miles have been granted land per mile. Of these 4,741 miles under cash subsidy per mile have been constructed ; 252 miles under cash subsidy per annum have been built, and 1,546 miles with land grant aid have been built :—

Total mileage cash subsidies granted	$23,082,551 00
do do paid up to 30th June, 1894	13,210,882 24
Annual subsidy granted including interest	363,474 00
Total annual subsidy paid including interest	1,026,300 00
Total land grant, acres	32,257,200

The foregoing statement of cash subsidies does not include the Canadian Pacific Railway nor the Canada Central Railway. These roads received :—

Canadian Pacific Railway	$25,000,000
Canada Central Railway	1,525,250
Total	$26,525,250

The foregoing statement of land grant aid does not include the Canadian Pacific Railway or the Esquimalt and Nanaimo Railway. These roads received :—

	Acres.
Canadian Pacific Railway	25,000,000
Esquimalt and Nanaimo	1,900,000
Total	26,900,000

CANAL STATISTICS FOR SEASON OF 1893.

These statistics were compiled by Mr. Teakles, the clerk in charge; they are for the season of navigation of 1893, and contain a quantity of interesting information.

TABLE showing the tons of freight passing through each canal, the tolls collected, the number of trips of vessels passing through each canal, for the year ended 31st December, 1893.

Name of Canal.	Tons of Traffic passing through.	Tolls Collected.	Number of trips of vessels passing through.
		$ cts.	
Lachine, Beauharnois, Cornwall, Williamsburg } St. Lawrence Canals	1,158,386	68,249 13	11,244
Welland	1,294,823	193,276 14	2,843
Chambly	312,870	22,649 15	2,752
Ste. Anne's, Carillon, Grenville } Ottawa River Canals	581,521	35,283 55	2,448
Rideau	101,409	5,773 39	2,406
Murray	16,340	635 84	671
Trent	31,219	883 22	1,488
St. Peter's	47,606	2,664 08	1,490

RAILWAY STATISTICS FOR YEAR ENDED 30TH JUNE, 1894.

I have much satisfaction in being in a position to state that the railway companies have been commendably much more prompt in sending in their statistical returns to the Honourable Minister of Railways and Canals this year than in former years, and I trust in future they will realize the importance of sending in their returns on or before the 1st of October in each year, and thus facilitate the preparation of the Honourable Minister's annual report.

TABLE showing the growth of the Railways from year to year, since the opening of the first line in 1837.

Year.	Miles in Operation.	Year.	Miles in Operation.
1836	0	1866	2,150
1837	16	1867	2,258
1838	16	1868	2,269
1839	16	1869	2,497
1840	16	1870	2,497
1841	16	1871	2,497
1842	16	1872	2,508
1843	16	1873	2,638
1844	16	1874	2,642
1845		1875	4,826
1846		1876	5,157
1847	59	1877	5,574
1848	59	1878	6,143
1849	59	1879	6,484
1850	71	1880	6,891
1851	93	1881	7,260
1852	212	1882	7,530
1853	423	1883	8,086
1854	657	1884	9,576
1855	855	1885	10,149
1856	1,296	1886	10,697
1857	1,428	1887	11,691
1858	1,654	1888	12,162
1859	1,997	1889	12,628
1860	2,087	1890	13,256
1861	2,087	1891	14,009
1862	2,110	1892	14,588
1863	2,110	1893	15,020
1864	2,145	1894	15,627
1865	2,145		

FATAL ACCIDENTS for Year ended 30th June, 1894.

	Passengers Killed.	Employees Killed.	Others Killed.	Total Killed.
Falling from cars or engines	1	25	8	34
Getting on or off trains in motion	6	3	14	23
At work making up trains		4		4
Coupling cars		4		4
Collisions and derailments	2	10		12
Striking bridges			1	1
Walking or being on track	1	12	90	103
Explosions				
Other causes	2	9	19	30
Total	12	67	132	211

The summary of tables for the years ended 30th June, 1893, and 30th June, 1894, is as follows, viz :—

	Comparative Statement.	
	30th June, 1893	30th June, 1894
Miles of railway completed (track laid)	15,320	15,768
do sidings	2,012	2,017
do iron rails in main line	437	400
do steel do	14,883	15,368
do do do double track		526
Capital paid (including the four following items)	$872,156,475	887,975,020
Government bonuses paid	$153,523,816	156,716,638
do loans paid	$21,619,149	21,569,149
do subscriptions to shares paid	$300,000	300,000
Municipal aid paid	$14,017,957	14,153,611
Miles in operation	15,020	15,627
Earnings	$52,042,397	49,552,528
Working expenses	$36,616,033	35,218,433
Net earnings	$15,426,364	14,334,095
Passengers carried	13,618,027	14,462,498
Freight carried (tons)	22,003,599	20,721,116
Train mileage	44,385,953	43,770,029
Passengers killed	11	12
Number of elevators	53	59
do guarded level crossings	139	135
do unguarded do	9,552	9,869
do overhead bridges	401	406
do level crossings of other railways	208	212
do junctions with other railways	304	313
do do branch lines	216	215
do engines owned	1,937	1,965
do do hired	17	37
do sleepers and parlour cars owned	155	154
do do do hired	6	45
do first class cars owned	949	961
do do hired	28	31
do second class and immigrant cars owned	662	665
do do do hired	2	5
do baggage, mail and express cars owned	601	626
do do do hired	9	10
do cattle and box freight cars owned	33,795	32,758
do do do hired	1,946	3,094
do platform cars owned	15,545	14,589
do do hired	174	315
do coal and dump cars owned	3,330	4,685
do do hired	125	14

I have the honour to be, sir,

Your obedient servant,

COLLINGWOOD SCHREIBER,

Chief Engineer of Railways and Canals.

J. H. BALDERSON, Esq.,
Secretary, Department Railways and Canals,
Ottawa.

APPENDIX No. 5.

INTERCOLONIAL RAILWAY OF CANADA,
OFFICE OF THE GENERAL MANAGER,
MONCTON, N.B., 12th October, 1894.

SIR,—I have the honour to submit the following report on the working of the Intercolonial Railway during the fiscal year ended 30th June, 1894.

I inclose the reports of the Chief Engineer and the Mechanical Superintendent, and the following statements prepared by the Chief Accountant and Treasurer :—

No. 1. Capital account.
2. Revenue account.
3. Locomotive power.
4. Car expenses.
5. Maintenance of way and works.
6. Station expenses.
7. General charges.
8. General stores account.
9. General balance.
10. Comparative statement of averages.

The mileage of railway in operation during the year was the same as stated in last year's report, 1,142 miles.

CAPITAL ACCOUNT.

The cost of road and equipment on the 30th June, 1893, by last report was		$54,246,850 23
Less deduction made at Ottawa		3,461 13
Total		$54,243,389 10
The additions during the year were as follows :—		
Increased accommodation at Halifax	$ 855 41	
do do at Moncton, machinery	2,700 00	
Extension along the front of city of St. John	30,821 01	
Construction	1,678 19	
Rolling stock	11,251 13	
St. Charles branch	33,349 19	
Purchase of two heavy locomotives	22,244 47	
Train ferry between Mulgrave and Point Tupper	63,463 03	
Oxford and New Glasgow Railway	112,382 75	
Cape Breton Railway	158,770 61	
		437,515 79
Making the total cost on the 30th of June, 1894		$54,680,904 89

Increased accommodation at Halifax.—This is for legal and other expenses of acquiring the new property for increased freight accommodation.

Increased accommodation at Moncton.—This is for additional engine power for the workshops.

Extension along the front of the city of St. John.—This is now completed and in use. The work was done by contract by the firm of McDonald & McManus.

Construction.—This expenditure is chiefly in settlement of Wier's old land claim at Windsor Junction.

Rolling stock.—This is for applying the Westinghouse automatic air brake to freight cars; two hundred and ten were so fitted during the year, making the total number equipped nine hundred and fifty-seven.

St. Charles Branch.—This is an old land claim paid to the heirs of D. D. Young. It also included the legal expenses of settlement.

Train ferry between Mulgrave and Point Tupper.—This is chiefly for the cost of the steam ferry boat, it includes also the completion of the dredging.

Oxford and New Glasgow Railway, and Cape Breton Railway.—These amounts consist of payments made at Ottawa.

REVENUE ACCOUNT.

The expenditure and earnings for the year compare as follows:—

Gross earnings	$2,987,510 27
Expenditure	2,981,671 98
	$ 5,838 29

The gross earnings compare as follows with those of the previous year:—

In 1892-93	$3,065,499 09
In 1893-94	2,987,510 27
	$ 77,988 82

The earnings from passenger traffic compare as follows:—

In 1892-93	$1,002,912 74
In 1893-94	958,915 13
	$ 43,997 61

The earnings from freight traffic compare as follows:—

In 1892-93	$1,868,823 84
In 1893-94	1,834,126 34
	$ 34,697 50

The earnings from mails and express compare as follows:—

In 1893-94	$ 194,468 80
In 1892-93	193,762 51
	$ 706 29

The number of passengers carried compares as follows:—

In 1893-94	1,301,062
In 1892-93	1,292,878
	8,184

There was an increase of 27,200 in the number of local passengers, and a decrease of 19,016 in through passengers.

The weight of freight carried compares as follows:—

	Tons.
In 1892-93	1,388,080
In 1893-94	1,342,710
	45,370

There was an increase of 19,144 tons of through freight, and a decrease of 64,514 tons of local freight.

The following is a comparative statement of a few of the chief articles of freight, showing the quantity carried in this and in the previous year :—

Articles.	1892-93.	1893-94.	Increase.	Decrease.
Barrels of flour	856,913	944,967	88,054	
Bushels of grain	1,514,619	1,304,684		209,935
Lumber in feet	181,211,013	200,507,949	19,296,936	
Head of live stock	93,369	79,203		14,166
Other goods in tons	1,031,184	956,494		74,690

The quantity of coal carried from the mines in Nova Scotia to the upper provinces, compares as follows with the previous year :—

	Via Chaudière Junction, St. Henri Junction, and Point Lévis.
In the year ended 31st December, 1892	118,164 tons.
do do 1893	125,299 do

Working Expenses.

The working expenses compare as follows with the previous year:

In 1892-93	$3,045,317 50
In 1893-94	2,981,671 98
	$ 63,645 52

The averages compare with last year as follows :—

	Cents.
Per mile run by engines—	
In 1893-94	57·99
In 1892-93	57·21
Per mile run by trains—	
In 1893-94	70·94
In 1892-93	69·20
Per mile of railway—	
In 1892-93	$2,666 65
In 1893-94	2,610 92

The necessary repairs were made to the permanent way and structures, and all the works of the railway were maintained in a state of efficiency.

The number of ties renewed was 262,927. One hundred miles of the track were reballasted, twenty-seven miles of the track were relaid with heavier steel rails, 67 lbs. to the yard, and two and a quarter miles of new sidings were laid at various places.

Two new steel bridges, one of 80 feet span and one of 120 feet span, were put in to replace wooden ones, and one steel road bridge of 30 feet span was erected over the railway in place of a wooden one.

The fences received necessary repairs, and forty miles of new fences were built.

In addition to the repairs of snow fences, 14,000 lineal feet of new snow fences were built.

The snow sheds received necessary repairs, and 1,250 lineal feet of snow sheds were rebuilt.

The buildings on all parts of the line were repaired, one agent's dwelling, one station-house, and one freight shed were erected. One large coal shed and three trackmen's dwelling-houses were rebuilt.

The wharfs at various places received necessary repairs.

Semaphore signals were erected at eight stations.

The rolling stock received necessary repairs and is in good order.

Two heavy locomotives for passenger service were purchased on capital account, and therefore increased the stock. Five heavy freight locomotives were purchased and charged to the working expenses, and an equal number of smaller and lighter locomotives were taken out of service.

Two second-class sleeping cars, two hundred and ten box cars, fifty-eight platform cars, and seventy-four coal cars, were built by contract to take the place of an equal number of cars taken out of service.

The water service was well maintained, and four new tanks of 50,000 gallons capacity each were built.

STORES.

The value of stores purchased was	$ 980,243 45
The value of stores used was	1,167,003 99
The value of old material sold was	48,535 01
The value of stores on hand at the end of the year was :—	
Ordinary stores including fuel	$ 344,527 95
Iron and steel rails and fastenings	266,217 00
Old material for sale	73,839 92
Total	$ 684,584 87

GENERAL.

The winter of 1893-94 was severe, and the cost of clearing snow and ice was over sixty-eight thousand dollars.

I have the honour to be, sir,

Your obedient servant,

D. POTTINGER,

General Manager, Government Railways.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Deputy Minister and Chief Engineer, Railways and Canals,
Ottawa.

No. 1.—INTERCOLONIAL RAILWAY

DR. CAPITAL ACCOUNT, Year ended 30th June, 1894. CR.

1893.		$ cts.	$ cts.	$ cts.	1893.		$ cts.
June 30.	To cost of Intercolonial Ry. per previous report.	47,388,552 30			June 30.	By Dominion of Canada.....	54,243,389 10
	Less refunds of previous year's expenditures (Report 1891-92, page 14).. ...	3,434 88					
			47,385,117 42				
	To cost of Eastern Extension Ry. to date... ..		1,324,042 81				
	do Oxford and New Glasgow Ry. per previous report.....	1,833,141 19					
	Less amount of salary of E. V. Johnson, charged O.&N. G.Ry. in error, 1892-3 being difference between statements of O. & N. G. expenditure per pages 23 and 65 of Annual Report of 1892-93...	26 25					
			1,833,114 94				
1894.	To cost of Cape Breton Ry. to date.....		3,701,113 93				
				54,243,389 10			
June 30.	To expenditure for current year Intercolonial Railway—						
	Increased accommodation, Halifax.....		855 41				
	do Moncton, machinery.		2,700 00				
	Extension along city front, St. John . ..		30,821 01				
	Construction		1,678 19				
	St. Charles Branch		33,349 19				
	Rolling stock..		11,251 13				
	Purchase of two heavy locomotives.....		22,244 47				
			102,899 40				
	To Eastern Extension and Cape Breton Ry. Train Ferry at Strait of Canso.....		63,463 03		1894.		
	To Oxford and New Glasgow Railway.		112,382 75				
	To Cape Breton Railway		158,770 61		June 30.	By Dominion of Canada.....	437,515 79
				437,515 79			
				54,680,904 89			54,680,904 89

T. WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1894.

No. 2.—INTERCOLONIAL RAILWAY.

DR. REVENUE ACCOUNT, Year ended 30th June, 1894. CR.

Previous Year.	Expenditure.	Year ended 30th June, 1894.	Previous Year.	Earnings.	Year ended 30th June, 1894.
$ cts.		$ cts.	$ cts.		$ cts.
1,054,488 19	Locomotive power, Abstract No. 1	1,081,787 76	1,002,912 74	Passenger traffic..	958,915 13
675,174 52	Car expenses, Abstract No. 2....	672,852 09	1,868,823 84	Freight traffic....	1,834,126 34
763,147 96	Maintenance of way and works, Abstract No. 3.	656,758 04	193,762 51	Mails and sundries	194,468 80
374,641 07	Station expenses, Abstract No. 4.	369,839 69			
196,256 77	General charges, Abstract No. 5.	195,602 65			
3,063,708 51		2,976,840 23			
Cr. 18,391 01	Car mileage	4,831 75			
3,045,317 50		2,981,671 98			
20,181 59	Balance.....	5,838 29			
3,065,499 09		2,987,510 27	3,065,499 09		2,987,510 27

T. WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1894.

No. 3.—INTERCOLONIAL RAILWAY.

LOCOMOTIVE POWER—(Abstract No. 1.)

Previous Year.	——	Year ended 30th June 1894.
$ cts.		$ cts.
12,314 20	Mechanical superintendent's salary, clerks, office and travelling expenses...	12,248 75
255,555 73	Wages, drivers, firemen and cleaners.....	273,316 77
459,021 87	Fuel.....	444,477 33
38,270 58	Oil, tallow, waste and small stores.....	34,590 72
233,911 98	Repairs to engines, tenders and engine tools.....	257,793 04
32,193 60	Water, including pump and tank repairs.....	36,960 95
23,220 23	Miscellaneous	22,400 20
1,054,488 19		1,081,787 76

T. WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1894.

No. 4.—INTERCOLONIAL RAILWAY.

Car Expenses—(Abstract No. 2).

Previous Year.	——	Year ending 30th June, 1894.
$ cts.		$ cts.
82,683 36	Repairs to passenger cars	66,132 15
21,635 70	Repairs to postal, express and baggage cars	18,136 48
208,728 98	Repairs to freight cars and vans	217,010 47
6,249 56	Repairs to snow ploughs and flangers	7,554 89
233,097 91	Wages of conductors, train baggage-masters and brakemen	255,853 06
22,192 87	Oil and waste for packing	18,409 63
66,898 37	Small stores and fuel	59,154 87
33,687 77	Miscellaneous	30,600 54
675,174 52		672,852 09

T. WILLIAMS,
Chief Accountant and Treasurer.

Moncton, N.B., 30th June, 1894.

No. 5.—INTERCOLONIAL RAILWAY.

MAINTENANCE OF WAY AND WORKS—(Abstract No. 3).

Previous Year.		Year ended 30th June, 1894.
$ cts.		$ cts.
6,986 66	Chief and assistant engineers' salaries, clerks, office and travelling expenses	6,874 19
352,490 37	Wages, repairing roadway, fences, and semaphores, including new sidings, laid in	334,455 51
75,507 29	Rails and fastenings, including new sidings, laid in	30,001 77
84,435 73	Sleepers	57,754 23
123,412 60	Timber, lumber, etc., for repairs to bridges, cattle-guards, snow sheds, fences, etc	67,997 62
8,019 73	Repairs to wharfs	11,188 78
67,190 18	Repairs to buildings, and platforms including extensions and additions to same	65,223 34
12,961 59	Repairs to tools	9,195 57
29,881 31	Clearing snow and ice	68,413 18
2,262 50	Miscellaneous	5,653 85
763,147 96		656,758 04

T. WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1894.

No. 6.—INTERCOLONIAL RAILWAY.

STATION EXPENSES—(Abstract No. 4).

Previous Year.	——	Year ended 30th June, 1894.
$ cts.		$ cts.
287,068 18	Salaries and wages of station masters, agents, clerks and telegraph operators, station baggage-masters, yard-masters, switchmen, watchmen and labourers	288,114 33
87,572 89	Fuel, oil, light, stationery, tickets and other incidental expenses	81,725 36
374,641 07		369,839 69

T. WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1894.

No. 7.—INTERCOLONIAL RAILWAY.

General Charges—(Abstract No. 5).

Previous Year.	——	Year ended 30th June, 1894.
$ cts.		$ cts.
76,767 33	General manager, district superintendents, train despatchers, general freight agent, general passenger agent's salaries, clerks, office and travelling expenses	79,024 31
27,414 24	Chief accountant and treasurer, traffic auditor, paymaster and cashier salaries, clerks, office and travelling expenses	27,273 74
12,415 82	Damages to men, animals and goods	7,278 31
31,211 40	Ferry service	33,893 05
1,613 85	Telegraph expenses (not including pay to operators)	1,077 35
30,233 72	Miscellaneous, printing, advertising, &c.	29,020 59
16,600 41	Agency expenses	18,035 30
196,256 77		195,602 65

T. WILLIAMS,
Chief Accountant and Treasurer.

Moncton, N.B., 30th June, 1894.

No. 8.—INTERCOLONIAL RAILWAY.

DR. GENERAL STORES ACCOUNT, Year ending 30th June, 1894. CR.

1893.		$ cts.	$ cts.	1894.		$ cts.	$ cts.
June 30....	To Balance.....		502,127 66	June 30..	By Issues during year	1,167,003 99	
1894.					Sales of material, fuel, &c., to other railways, &c.....	12,983 00	
June 30....	To Purchases during year..	981,025 18			Sales of old material.....	48,535 01	
	Charges from other departments...	370,668 47					1,228,522 00
	Labour, &c..	46,599 10			By Balance—		
	Staff pay rolls.....	13,468 19			Ordinary stores, including fuel...	344,527 95	
			1,411,760 94		Iron and steel rails and fastenings	266,998 73	
					Old material for sale	73,839 92	
							685,366 60
			1,913,888 60				1,913,888 60

MONCTON, N.B., 30th June, 1894.

T. WILLIAMS,
Chief Accountant and Treasurer.

No. 9.—INTERCOLONIAL RAILWAY.

General Balance, Year ended 30th June, 1894.

Dr.			$ cts.	Cr.	$ cts.	
Cash			393 66	Dominion of Canada	928,860 75	
General stores—				Suspense	3,865 19	
Ordinary stores, including fuel	$ 344,527 95			Chatham Railway	0 07	
Iron and steel rails and fastenings	266,998 73			Canadian Pacific Railway—traffic	14,498 56	
Old material for sale	73,839 92			Grand Trunk Railway—general account	$ 904 13	
		685,366 60		do traffic account	4,335 69	
Stations		51,858 70				5,239 82
Rents		1,474 55		Central Railway of New Brunswick	339 44	
Department accounts—				Temiscouata Railway	54 69	
Agriculture	$ 1,354 12			Elgin, Petitcodiac and Havelock	0 55	
Post Office	54,926 44			Acadia Coal Co	530 25	
Public Works	23 97			I.C.R. Employees' Relief and Insurance Association	0 10	
Marine	13 56					
Militia and Defence	4,748 14					
		61,066 23				
C. P. R. rolling stock		22,446 90				
Windsor and Annapolis Railway		1,000 78				
Canada Eastern Railway—general account	$ 3,667 18					
do do traffic account	5,891 09					
		9,558 27				
Caraquet Railway		313 24				
Prince Edward Island Railway		205 65				
Canadian Pacific Railway—general account	$ 14,326 26					
do do New Brunswick division—general account	7,332 82					
		21,659 08				
Western Counties Railway—new account	$ 1 74					
do do general account	15,893 35					
do do traffic account	1,657 42					
		17,552 51				
Quebec Central Railway		4,422 71				
Salisbury and Harvey Ry		35 91				
New York and New England Railway		9 89				
Spring Hill and Parrsborough Railway		3,161 99				
Halifax and Cape Breton Railway		1,151 42				
Elgin Branch Railway		726 10				
New York Central and Hudson River Railway		176 00				
Cincinnati, New Orleans, Texas Pacific Railway		1 00				
New York, New Haven and Hartford Railway		7 70				
Maine Central Railway		2 00				
Boston and Maine Railway		11 78				
Central Vermont Railway		9 60				
Montreal and Sorel Railway		6 33				

St. John Street Railway Co	31 00
Pullman Palace Car Co	324 82
Canadian Express Co	3,219 16
Canada Coal and Railway Co	125 70
Intercolonial Coal Co	58 13
Cumberland Railway and Coal Co	649 32
Dominion Coal Co	59 66
New Glasgow, Coal, Iron and Railway Co	3 72
International Coal and Railway Co	535 00
Allan Steamship Line	1,892 13
SS. "Admiral"	1,395 24
SS. "Barcelona"	4 95
P. E. Island Steam Nav. Co	1 77
SS. "Contest"	2,232 50
Union Bearing Co	928 18
Polson Iron Works	273 25
Ontario Car and Foundry Co	1,276 00
Coldbrook Rolling Mills	1,967 41
Londonderry Iron Co	5 00
Halifax Cotton Co. Siding	7,975 03
Town of Dartmouth	32,000 00
Remittances destroyed	788 81
Schooner "Mary Jane"	71 30
Car "Victoria"	2,638 28
Stations :	
Nauwigewauk	3 00
Glengarry	5 00
Bloomfield	25 21
Coal Branch	65 84
Weldford	55 00
Ste. Luce	80 00
Bic	22 00
St. Arsène	107 12
Valley	6 65
Iona	72 71
Nappan	40 00
Kent Junction	28 38
Derby Junction	231 04
Gloucester Junction	78 87
Dalhousie	19 69
Campbellton (freight)	25 00
Isle Verte	25 00
Individual accounts	11,423 95
Total	953,389 42

Total	953,389 42

MONCTON, N.B., 30th June, 1894.

T. WILLIAMS,
Chief Accountant and Treasurer.

No. 10.—INTERCOLONIAL RAILWAY.

COMPARATIVE STATEMENT of Averages, Year ended 30th June, 1894.

——	1894.	1893.
Mileage of railway	1,142	1,142
Engine mileage	5,140,867	5,323,279
Train mileage	4,202,740	4,400,792
Car mileage	47,367,234	49,537,490
Receipts per engine mile.....Cents.	58·11	57·58
Receipts per mile of railway.....Dollars.	2,616·03	2,684·32
Percentage of passenger earnings to gross earnings	32·10	32·72
do freight do do	61·39	60·96
do other do do	6·51	6·32
Expenses per engine mile:—		
Drivers, firemen and cleaners' wages.....Cents.	5·32	4·80
Fuel	8·65	8·62
Oil, tallow, waste and small stores	67	·72
Repairs to engines	5 01	4·39
Water and tank repairs	·72	·62
Miscellaneous	·43	·43
Total	20·80	19·58
Mechanical superintendent's salary, office and travelling expenses	·24	·23
Total	21·04	19·81
Locomotive power per engine mile.....Cents.	21·04	19·81
Car expenses per engine mile	13·09	12·68
Maintenance of way and works per engine mile	12·78	14·34
Station expenses do	7·19	7·04
General charges do	3·80	3·68
	57·90	57·55
Car mileage	·09	Cr. ·34
Total per engine mile	57·99	57·21
Locomotive power per train mile.....Cents.	25·74	23·96
Car expenses do	16 01	15·34
Maintenance way and works per train mile	15·63	17·34
Station expenses per train mile	8·80	8·51
General charges do	4·65	4·46
	70·83	69·61
Car mileage	·11	Cr. ·41
Total per train mile	70·94	69·20
Working expenses per mile of railway.....Dollars	2,610·92	2,666 65

T. WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1894.

INTERCOLONIAL RAILWAY OF CANADA,
OFFICE OF THE CHIEF ENGINEER,
MONCTON, N.B., 11th October, 1894.

SIR,—I have the honour to submit my report of the Engineering Department for the year ended 30th June, 1894.

TRACK.

During the year 27 miles of old steel rails have been taken up and replaced with new four and a half inch steel rails, weighing 67 pounds to the yard.

TIES.

During the year 262,927 ordinary ties and 93 sets of switch ties were renewed.

BALLASTING.

About 100 miles of the main line were reballasted. The fine and defective ballast is now nearly all covered.

SEMAPHORES.

New standard semaphore signals were erected at the following places :—Rockingham, Ferrona Junction, Debert, Westchester, Athol, St. Phillipe de Néri and L'Islet. An electric semaphore was erected at New Glasgow.

Necessary repairs have been made to all semaphore and other signals throughout the line where required.

SIDINGS.

During the year two and a quarter miles of additional siding accommodation were provided.

FENCING.

Forty miles of new barbed wire and woven wire fence were erected during the past year in place of the old pole fence and post and board fences, and at points where no fence had previously existed.

SNOW SHEDS AND FENCES.

On northern division No. 3, 1,250 feet of snow shedding were rebuilt.

During the year 14,628 feet of new snow fencing were erected at various points throughout the line, and necessary repairs were made to fences and sheds where required throughout the line.

WHARFS AND TRESTLES.

At the deep water terminus, Halifax, the old unused coal trestle on the north wharf was removed. The old hemlock caps were replaced with pitch pine. Two lines of track stringers were laid the whole length of the wharf and sidings put in, so that wharf can now be used for lumber or general purposes.

Very heavy repairs were made to the south wharf. It has been built 12 years, and the timber and piles (hemlock) have almost lasted out their life.

The piles and timber on each side of the freight shed have been largely renewed. Pitch pine stringers and joists have replaced the hemlock. The sea-worms are very bad at this place, and in future it will probably be found more economical to use creosoted timber for piling.

At Stewiacke the wharf, 150 feet long by 25 feet wide, was renewed. The cribs were also repaired.

At Pictou Landing a large portion of the main wharf was repaired, new stringers were placed under the tracks and eight new mooring posts and fenders put in.

At Mulgrave new hardwood fenders were placed on the end and corner of wharf. The outer corner of the wharf was rounded to better enable the ss. "Mulgrave" to enter the dock. About 175 feet of crib-work were built on the shore side of the dock to keep the barge in position when receiving and discharging cars.

At Hastings hardwood fenders were provided at the outer corners and necessary repairs made to the hardwood sheathing on the face of the wharf.

At Point Tupper the south corner of wharf was rounded with hardwood sheathing placed vertically. It was also found necessary to sheathe the crib on the south side of dock with heavy timber to protect it from the transfer steamer which is liable to come in contact with it in bad weather.

At Antigonish two new coal trestles, one 120 feet long, and the other 111 feet long, were put up on the south side of the track for local business by private parties. These trestles are on ground leased by the railway and are to be maintained by the owners.

At Londonderry and Spring Hill necessary repairs were made to the coal trestles.

At Pointe du Chêne an addition, 434 feet long by 45 feet wide, was made to the present wharf to provide a berth for the ss. "Northumberland." On the west side of dock, 240 feet of the old wharf were entirely renewed.

A portion of the east wharf, forming a breakwater, was entirely renewed and made 17 feet wider for a length of 225 feet.

At Moncton necessary repairs were made to the Government wharf.

At Newcastle a new coal shed and trestle, 550 feet long, was erected to replace the one destroyed by fire. Necessary repairs were made to Newcastle wharf.

At Dalhousie new fenders were provided and necessary repairs made to the covering of wharf.

Heavy repairs were made to the coal trestles at River du Loup and St. Charles.

Heavy repairs were made to the crib-work along the water front between Lévis and Point Lévis.

Buildings and Platforms.

At the deep water terminus, Halifax, the sills of freight shed were renewed under the south side. A new office was provided in this shed for the immigration agents.

A portion of the roof of the elevator gallery was renewed with tar and gravel ; the south side of the deep water terminus freight shed was also recovered with tar and gravel.

At Richmond new sills were placed under the car shop, and the floor repaired.

One side of the coal shed roof was reshingled. The roofs of lean-to attached to coal shed and cattle shed were also reshingled.

The station building was overhauled, repaired, and painted two coats.

The roof of round-house was recovered with tar and gravel ; the roof of oil store was also repaired.

At Elmsdale the loading platform was extended 150 feet.

At Bedford the platform was extended 50 feet.

At Stewiacke an addition was made to the loading platform of 200 feet. A portion of the freight shed was finished off for a ladies' waiting-room which was much needed at this place.

At Shubenacadie a low platform was substituted for the high one at that station.

At Truro, the general waiting-room was fitted with modern water-closets of the most approved pattern, and an excellent system of sewerage. The cattle pen at this station was renewed. The timbers of three pits in the round-house were renewed, and six new iron smoke jacks were provided.

The station master's office was sheathed, and a new hardwood floor provided.

At Union the flag station was moved several hundred feet, and a new platform 60 by 6 feet erected.

At Glengarry a portion of the loading platform was renewed.

At Hopewell the loading platform 200 feet long by 4 feet high was renewed.

At Ferrona Junction cattle guards were provided.

Necessary repairs were made to all other buildings and platforms throughout the eastern division.

At Stellarton the roof of the engine shed was overhauled and repaired where necessary.

At New Glasgow the sides and end of agent's office were shingled and painted. The iron roof of baggage-room also received two coats of paint.

At Woodburn a shelter was provided for passengers.

At West Merigomish a kitchen was erected for the accommodation of the agent.

At Merigomish necessary repairs were made to the station, the agent's office and the waiting-room; the roof of station building was painted.

At Piedmont the sides and ends of station were shingled. A kitchen was also provided at this station for the agent.

At Hetherton necessary repairs were made to the roof and floors of the station building.

At Bayfield an addition was made to the west end of station to provide for the increased business at this place. The old freight-room of station was converted into a general waiting-room.

At Mulgrave some alterations were made to the windows and a small verandah put in front of station. Modern water-closets were provided for the ladies waiting-room and for the apartments of the station agent. Necessary repairs were made to the roof of engine shed. Small buildings, 42 by 9 feet, were built over the gearing of transfer bridge at this station and also at Point Tupper.

At Cape Porcupine a shelter was provided for passengers.

At Sydney an office was erected for the trackmaster's use. Necessary repairs were made to all stations between Point Tupper and Sydney.

At Westville the walls of office and waiting-rooms were sheathed to protect the plaster.

At Scotch Hill a new freight shed was erected to provide for the increased business at that place.

At Ross Road four miles west of Tatamagouche, a new building was erected at a cost of $1,200, for a station and dwelling apartments for the track foreman whose family sell tickets, and attend to freight business in consideration of free rent.

The following stations were painted on the Oxford and New Glasgow Division, Westville, River John, Tatamagouche, Wallace and Oxford.

At Onslow a new loading platform 150 feet long was erected, and necessary repairs were made to the passenger platform.

At Belmont and Debert the platforms were repaired.

At East Mines necessary repairs were made to the exterior walls of station, and the building painted.

At Wentworth the station and freight-house were repaired and painted, and a new well-house provided.

At Westchester new sil's were placed under the station, the roof shingled, a lean-to 12 feet square put up for a kitchen, and the buildings painted.

At Greenville the station building was raised 18 inches and a new foundation put under it. A new hardwood floor was laid in the agent's office, necessary repairs were made to the exterior walls of station, and the building painted. The platform 200 by 10 feet, was renewed.

At Thomson the platform was repaired, and the coal shed painted.

At Oxford Junction the roof of freight shed was reshingled, general repairs were made to the station, freight shed and coal-house, and all these buildings painted.

At Spring Hill necessary repairs were made to the round-house and platform. The exterior walls of station and freight-house were painted. The waiting-rooms, and roofs of store-house and car inspector's office also received a coat of paint.

At Athol and Nappan the platforms were repaired.

At Maccan the station building, freight shed and coal shed were painted.

At Amherst the roofs of station building and restaurant were repaired, the roof of the latter building was painted.

At Aulac the waiting-room and kitchen were painted inside.

At Sackville necessary repairs were made to the roof and floors of station building, and the office and waiting-room painted.

At Rockland an additional room was furnished off the freight-house for use of the agent.

At Memramcook the roofs of office and waiting-room were shingled.

At Meadow Brook the flag station was painted.

The cattle pens were renewed at Salt Springs, Nappan and Rockland.

At P inte du Chêne the blacksmith's shop and oil shed were reshingled, and the agent's office sheathed and painted. Necessary repairs were made to the freight and coal sheds.

At Shediac one side of the station building was reshingled and the freight shed repaired.

At Moncton general repairs were made to the mechanical shops where necessary. Several of the ash-pits in the round-house were lengthened and new smoke jacks provided where required.

Necessary repairs were made to the check office and the building painted. New hardwood floors were laid in the dwelling apartments of the station agent and the telegraph office, and a new set of doors was provided for the express office. New floors were laid in the boiler, erecting, machine and fitting shops. Necessary repairs were made to the Government cottages and tenement buildings.

At Salisbury the freight-house was repaired.

At Petitcodiac necessary repairs were made to the station building, freight shed and platform.

At Apohaqui the freight-house was repaired where damaged by fire.

At Hampton modern flush water-closets were provided in the gentlemen's waiting-room.

At Torryburn, a small loading platform was erected.

At St. John necessary repairs were made to the train shed roof and the interior walls of same whitewashed and painted.

At Adamsville Siding a new loading platform, 110 by 20 feet, was erected to replace the one destroyed by fire.

At Chatham Junction the freight shed roof was recovered with Sparham roofing.

At Newcastle a new coal shed and delivery shed were built by contract to replace the buildings destroyed by fire. The cost of this work was $2,060. The roof of the round-house was recovered with Sparham roofing.

A new platform 40 by 9 feet was erected at the Newcastle wharf.

At Beaver Brook a new dwelling-house was built for the section foreman. The old tank building was moved to the west end of the yard, placed on a cedar foundation, and general repairs made to the building.

At Bartibogue the waiting-room and office were sheathed and painted, the foundation walls of station were repaired.

At Red Pine the roof of station building was reshingled and painted.

At Bathurst the roof of station was reshingled and painted, the roof of freight shed was repaired, and a portion of the platform renewed.

At Jacquet River the walls of kitchen and dwelling apartments were shingled, and the roof of freight shed repaired.

At New Mills the freight shed roof and platform were repaired.

At Charlo the doors and windows of station and freight-house were repaired and the freight-house platform was renewed.

At Eel River the exterior walls and roof of station were painted.

At Dalhousie the station and dwelling apartments were painted. Necessary repairs were made to the engine-house, and the roof reshingled.

At Dalhousie Junction the roof of station was painted, and the passenger platform repaired.

At Campbellton, the interior walls of superintendent's and train despatcher's offices were sheathed to protect the plaster. Hardwood floors were also laid in these offices.

The wood-working shop was thoroughly overhauled, repaired and painted.

The superintendent's dwelling and station building were also overhauled and painted. Heavy repairs were made to the coal storage sheds at the west end of yard.

At Metapedia a dwelling was provided for the agent, by adding a second story to the old station.

At Assametquaghan two new dwellings were provided for the section foremen and trackmen, to replace those destroyed by fire. A new floor and a new chimney were put in the tank-house.

At Cedar Hall a new chimney was built in the tank-house, and storm sashes were provided for the station building.

At Sayabec storm sashes were provided for the station.

At Ste. Flavie necessary repairs were made to the flooring of round-house.

At Rimouski the station was overhauled and repaired. The platform at the rear of station was renewed.

At Sacré Cœur a new flag station was put up to replace the one destroyed by fire.

At Bic a hardwood floor was put in the waiting-room and the platform repaired.

At Trois Pistoles, necessary repairs were made to the restaurant and a hardwood floor put in.

At St. Eloi the station building was overhauled and repaired.

At Cacouna a hardwood floor was put in the station.

At River du Loup necessary repairs were made to the round-house and boiler shop. The roof of the blacksmith shop was reshingled. Hardwood floors were laid in the waiting-rooms of station, the baggage-room was overhauled and repaired and the station platform renewed. Necessary repairs were made to the store building of machine shop.

At Ste. Hélène the station platform was renewed.

At St. Philip de Néri the station building was overhauled and repaired.

At Ste. Anne new hardwood floors were laid in the waiting-rooms and the coal shed repaired.

At St. Louis new hardwood floors were laid in the waiting-rooms and other necessary repairs made to the building.

At St. Valier the station platform was renewed.

At St. Michel the station platform was renewed.

At St. Charles the station building was overhauled and repaired.

At Chaudière necessary repairs were made to the station building and the tenements occupied by railway employees.

At Harlaka the station platform was renewed.

At Hadlow large repairs were made to the floor of engine-house, the roof of this building was reshingled. The brick walls were overhauled and pointed. Heavy repairs were made to the tenement buildings on the Chapman property, occupied by railway employees.

Bridges and Culverts.

At Grand Lake the stone abutments of a beam bridge were overhauled, repaired and painted, the walls carried up three feet and the wooden superstructure replaced with an iron span of 18 feet.

Near Shubenacadie a new stone box culvert, 40 feet long, 2½ feet by 2 feet, was provided to give more effective drainage to adjoining lands.

A number of beam and box culverts near Shubenacadie were repaired and pointed.

Near Truro stone abutments were built for a 40 feet span where steel plate girders are to be provided next year.

Near Union a tunnel under the embankment has been caving in for a number of years, causing serious damages to the lands on the upper side of the track. This tunnel was thoroughly cleaned out and lined throughout with masonry, and a settlement effected for all past damages to the lands above referred to.

At Truro a brick addition was made to the engine-house to provide accommodation for two longer engines than had ever been used on the road before this year.

At Landsburg a beam culvert was rebuilt.

Two beam bridges near Truro were overhauled, repaired and painted.

At West Merigomish the stone abutments of the French River bridge were cased with concrete where they had been seriously damaged by the action of frost and ice.

At Dewar's Mills a hemlock trestle of 7 spans, 22 feet long each, was replaced with a similar number of spans of iron trestle on stone foundations. This trestle was provided with a standard pitch pine top and iron guard rails.

At West River, Antigonish, an old Howe truss, of 120 feet span, was replaced with a steel through Pratt truss of the same length. This span was provided with pitch pine top and iron guard rails.

At Black River, near Tracadie station, some small repairs were made to a 100 feet Howe truss, which is to be replaced with a steel truss this year.

Between Antigonish and Mulgrave four French drains had become choked, and were replaced with 2 by 2 and 3 by 3 feet cedar box culverts.

Between New Glasgow and Mulgrave ten pairs of old hemlock cattle guards were replaced with cedar, which is very much superior to the hemlock.

Near Iona heavy repairs were made to the foundation of a 5 by 6 feet culvert which had settled on account of the decomposition of the plaster on which it was built.

At Grand Narrows stone rip-rapping was placed around the abutments of the shore spans.

Between Grand Narrows and Boisdale heavy repairs were made to the crib protection at the foot of the banks, these were damaged by the heavy gales of last year.

About 1,200 feet of new crib protection was built at exposed points not previously protected.

Georges River bridge, 12 spans of steel trestle, between Mulgrave and Sydney, was scraped and painted.

At Pictou, Brown's Point bridge was thoroughly overhauled and repaired, one hundred ties were renewed. The cedar crib protection of the embankment at the south end of the bridge was carried up two feet (this is in addition to the two feet referred to in my report of last year). The cedar blocks were filled with stone.

Near Meadowville three broken down clay pipe culverts were replaced with cedar box culverts.

The following bridges, on the Oxford and New Glasgow Division, were scraped and painted:

Wallace bridge, 6 spans.

Waugh's River bridge, 1 span.

River John bridge, 3 spans.

Yankee Grant bridge, between Mulgrave and New Glasgow, was also scraped and painted.

At Dorchester an old wooden trestle was replaced with a steel plate girder of 85 feet span, and placed on first-class masonry and abutments. The cost of this work was $26,000.

Between Truro and Painsec Junction, 16 box and beam culverts were overhauled, repaired and painted. Between the same points, 29 pairs of spruce and hemlock cattle guards were renewed with cedar walls and pitch pine stringers.

At Cook's Brook an open wooden culvert was renewed.

New and heavier steel hangers were provided for 8 iron spans of about 80 feet, between Moncton and St. John. These spans were built nearly 40 years ago, and it was found that the old hangers were entirely too light for the rolling stock now in use.

At Chatham Junction and Newcastle two new cedar culverts were built under the track to provide more efficient drainage for adjoining lands.

On the Indiantown Branch, the superstructures of 12 open culverts were renewed with pitch pine.

Between Newcastle and Campbellton, a wooden overhead bridge of 30 feet span carrying the public road over the track about one mile north of Newcastle, was replaced with a steel span of the same length.

Ten iron spans of 100 feet each were overhauled, repaired, scraped and painted.

Between the same points, 13 pairs of hemlock and spruce cattle guards were renewed with cedar.

Between Ste. Flavie and River du Loup 12 pairs of cattle guards were renewed, the necessary repairs were also made to a number of box and beam culverts.

Between River du Loup and Chaudière Junction, a gang of about eight masons and labourers was engaged about four months rebuilding and repairing all stone structures. A number of these structures were entirely renewed.

At Hadlow a stone ash-pit was rebuilt.

An embankment across St. Charles Lake was covered with rip-rap to protect it from the wash of the lake.

The following bridges between Moncton and Lévis were overhauled, scraped and painted :—

Little River	1 span	60 feet.
Middle River	2 do	80 do
Tetagauche River	5 do	100 do

GENERAL.

Between Halifax and New Glasgow ten semaphore signals, sixty-six switch and seventeen station signals were painted. The fences to road approaches to all public crossings throughout the line were whitewashed.

The transfer ferry between Mulgrave and Point Tupper has been completed, and has been in operation nearly a year. Crib-work approaches were built on either side of the strait of Canso to provide berths for the steamer and barge.

Double track transfer bridges were built at the heads of the docks on both sides of the strait. These bridges can be raised or lowered seven feet, so that cars can be transferred from and to the barges at all stages of the tide. A suitable steel steamer of 484 tons has been provided. Two barges have been provided. The large barge carries four of the largest passenger cars, or eight freight cars.

Some dredging has also been done in addition to that referred to in my report of last year.

New track scales were provided at Sydney at a cost of $1,200. These were necessary on account of the large coal shipments by the railway from the Cape Breton mines.

Between Painsec Junction and Truro, in October last, several serious wash-outs occurred. An embankment was broken near Wentworth on account of the bursting of a mill-dam, about two miles above the track, about 30,000 yards of material was washed into the valley below. The cost of repairing this wash-out was about $2,000. The other wash-outs referred to, may be quoted at $600.

At St. John a cedar block pavement, 300 by 50 feet, was laid on the road approach to the inward freight shed at a cost of about $1,000.

At St. John, Sussex and Ste. Flavie, turntables were lengthened and strengthened to provide for the larger class of engines lately introduced on the road.

All semaphores, and switches, and station signals, between Moncton and Campbellton, were painted.

I have the honour to be, sir,
Your obedient servant,
P. S. ARCHIBALD,
Chief Engineer

D. POTTINGER, Esq.,
General Manager, Government Railways
Moncton, N.B.

INTERCOLONIAL RAILWAY OF CANADA,
OFFICE OF THE MECHANICAL SUPERINTENDENT,
MONCTON, N.B., 2nd August, 1894.

SIR,—I beg to submit for your information the following statements of the operations of the Mechanical Department for the year ending 30th June, 1894 :—

A.—Statement showing the number of locomotives and the various classes of cars.

B.—Statement showing the locomotive and car mileage and the average number of passenger and freight cars hauled per mile run by engines.

C.—Abstract of locomotive returns.

D.—Statement of the cost of locomotive power for each month during the year.

E.—General statement of the expenses of the Mechanical Department during the year.

Two locomotives were purchased on capital account for increase of stock.

Five of the 14 x 22 and 16 x 22 inch cylinder locomotives were taken out of service and were replaced by five 18 x 24 inch cylinder locomotives at cost of working expenses.

Two second-class sleepers were built, one to replace one of the old second-class passenger condemned, the other to replace one destroyed on the line.

Two hundred and ten of the old 10-ton box cars were taken out of service and were replaced by the same number of cars of 20 tons capacity each.

Fifty-eight platform cars 10 tons capacity were condemned and replaced by others of 20 tons capacity.

Sixty-seven gondolas and coal cars 15 tons capacity were condemned and replaced by platform cars boxed to carry 20 tons.

Seven box cars were taken into shops and their capacity increased from 10 to 20 tons, making a total of 342 cars that had their carrying capacity doubled.

Five hopper cars and one snow plough were also rebuilt.

The Westinghouse air brake was applied to two hundred and ten freight cars, making the total equipped to date 957.

The following is a summary of the principal work done :—

DRAWING OFFICE.

Sets of drawings made for rebuilding locomotives, classes B 3 and 4.

Complete sets of drawings and specifications made for new first-class passenger cars, new baggage cars, new box cars, and new platform cars.

Drawings made for additions and improvements to ss. "Mulgrave."

New locomotive haulage sheet made.

Registers of locomotive repairs, water supply, and turntable repairs kept.

LOCOMOTIVE REPAIRS.

River du Loup Shops.

Twenty-two locomotives received general repairs and six specific repairs, the following new parts being supplied :—2 new tube sheets, 2 new fire box half side sheets, 28 new driving tires, 1 new driving wheel, 1 new driving axle, 3 new engine truck axles, 2 new cylinders, 8 new crank pins, 1 new cab, 7 new pilots, 22 boilers were tested, 9 fire boxes were patched.

Five locomotives were equipped with the improved driving-wheel brakes, and 1 with steam heater.

Two rotary snow ploughs were repaired.

21,000 lbs. of bolts were forged and threaded for locomotives.
10,388 do do do cars.
2,200 lbs. of studs were threaded.
400 lbs. of nuts were tapped.

Richmond Shops.

Fourteen locomotives received general repairs, and three specific repairs, the following new parts being supplied :—2 new fire box half side sheets, 12 new driving tires, 1 new driving axle, 1 new crank pin, 1 new cab, 16 new pilots.

Seven boilers were tested, 11 fire boxes were patched.

Seven locomotives were equipped with the improved driving-wheel brakes, and 4 with steam heaters.

4,775 bolts were forged.

45,155 bolts were threaded.

704 studs were threaded.

Moncton Locomotive Shops.

One new locomotive boiler and fire-box built complete, 84 locomotives received general repairs, and 77 specific repairs, 79 boilers were tested, 29 fire-boxes were patched, 7,741 tubes were pieced.

The following new parts were supplied :—2 new tube sheets, 4 new fire-box half side sheets, 2,405 new tubes, 19 new cylinders, 3 new cylinder saddles, 12 new driving wheels, 113 new driving tires, 24 new driving axles, 6 new engine truck axles, 16 new main rods, 82 new side rods, 148 new crank pins, 3 new cabs, 23 new pilots.

Eighteeen locomotives were equipped with the improved driving-wheel brakes, and 22 with steam heaters.

Two new boilers were built complete for water service.

167,464 bolts were forged.

216,786 bolts were threaded.

4,973 studs were threaded.

69,616 lbs. of nuts were tapped.

Work as follows was done for ss. " Mulgrave " :—New iron bulkhead with doors complete to partition engine and boiler-rooms.

New iron coal bunkers made to replace wood bunkers.

New iron store-room made for engineer's supplies.

New 200-gallon iron water tank for sanitary purposes made to replace wood tank.

One heavy iron anchor davit, forged and fitted complete.

One lifting traveller and gear complete made for engine-room.

Condenser tube sheets faced, drilled, and threaded for brass glands.

For car barge :—Four wrought iron car stop blocks were forged and fitted complete. Four heavy toggle irons planed. Eight heavy deck rings and staples forged.

Car Repairs.

Moncton Car Shops.

Rebuilt.—73 freight cars, 1 flanger car, 1 wing plough.

Capacity increased.—7 freight cars.

Heavy repairs.—Including painting varnishing and thorough renovation.—10 first-class sleepers. One second-class sleeper, 5 parlour cars, the Governor General's car "Victoria," official car, "Ottawa," General manager's official car, 33 first-class cars, 33 second-class cars, 17 postal cars, 14 baggage cars, 11 vans, 342 freight cars, 6 wing ploughs, 6 common snow ploughs.

Light repairs.—7 first-class sleepers, 9 second-class sleepers, 1 parlour car, 52 first-class cars, 64 second-class cars, 40 postal cars, 34 baggage cars, 5 foreign passenger cars, 87 vans, 4,318 freight cars, 12 wing ploughs, 35 common snow ploughs.

Repainted.—519 freight cars, 15 snow ploughs.

Six freight cars were equipped with the Westinghouse brake.

Steam heating was applied to 1 first class sleeper, 2 second-class sleepers, 1 official car, and 1 first-class car.

The Governor General's car was fitted with the electric light. " Hughes " patent ventilator was applied to 2 sleeping cars.

A large amount of work was done to freight and baggage trucks, chairs, safes, ticket cases, footboards, and other articles for out stations.

Moncton Brass Foundry.

Output.—58,274 lbs. of brass castings and 124,107 lbs. of brass bearings.

New Plant and Machinery.

New tandem compound "Corliss" engine, 100 H.P. and "Stratton" separator for car machine shop.

New "Monarch" economic boiler, 125 H.P., for car machine shop.

New high speed engine 125 H.P., and "Stratton" separator for electric light dynamos.

The "Huyett and Smith" hot blast system for heating with exhaust steam erected in car machine and paint shops, comprising 2 new vertical engines, 2 fans and heaters, and arrangement of ducts, pipes, and deflectors for distributing hot air. All live steam heating pipes removed.

Two new belt tighteners built at Moncton shops for electric light engines.

New arrangement for operating axle testing machine with compressed air.

Turntables.

Pictou Landing.—New wooden turntable built and put in.

St. John.—Turntable lengthened to 50 feet.

Ste. Flavie.—Turntable repaired, and lengthened to 50 feet.

Hadlow.—New wrought iron trucks built.

Water Service.

West River.—New 50,000-gallon tank built. New boiler and pump. New stove. Old box-car converted to coal-house.

Elmsdale.—New 50,000-gallon tank built. 40 feet 4-in. cast iron pipe laid.

Tatamagouche.—Rebuilt 50,000-gallon tank. New tank and smoke pipes. Reservoir built and fenced. 1,100 feet 4-in cast iron pipe laid.

Sussex.—Erected 50,000-gallon tank (taken from Pugwash). New boiler and new steam pump. 2 new tank pipes.

Assametquaghan.—New 16,000-gallon tank and new trestle built.

Beaver Brook.—New 16,000-gallon tank built. New steam boiler. New steam pump. New tank pipe. New stove. Reservoir built. 360 feet 2½-in. pipe laid.

Cedar Hall.—New 16,000-gallon tank and trestle. New tank pipe. Main water pipe repaired.

St. John.—New 16,000-gallon tank. 125 feet 2½-in. galvanized pipe laid.

St. Charles.—Tank repaired and painted. Boiler and steam pump put in. 260 feet 4-in. galvanized pipe laid. 1,800 feet rock excavated. Well built.

Alton.—Boiler retubed.

Amherst.—New water gate and new crane pipe.

Bayfield Road.—New tank pipe and smoke pipe.

Belledune.—Boiler retubed.

Campbellton.—Repaired steam pump and fire hydrants.

Canaan.—New smoke pipe complete.

Chaudière.—Repaired windmill pump.

Causapscal.—New smoke pipe.

Ste. Anne.—New steam fittings.

Hampton.—Reservoir rebuilt.

Jacquet River.—Reservoir repaired.

Londonderry.—Repaired boiler and pump put in.

Little Metis.—Hot air pump repaired.

Metapedia.—Reservoir cleaned out and repaired.

Moncton.—One water crane rebuilt and one repaired.

Mulgrave.—Reservoir repaired and fenced. 90 feet 2½-in. galvanized pipe laid.
New Glasgow.—Water crane and meter repaired. New crane pipe.
Pointe du Chêne.—New tank pipe.
Pictou Landing.—Second-hand pump and 80 feet pipe laid.
Point Tupper.—120 feet 3-in. galvanized pipe put in engine-house.
Pugwash Junction.—New stove and pipe. Old box-car placed for coal-house.
Rogersville.—New tank pipe and smoke pipe.
River du Loup.—Repaired reservoir, steam pump and suction pipe.
Red Pine.—Repaired steam pump.
Springhill.—Repaired crane, steam pump and smoke pipe.
St. Moise.—New water gauge cocks, new tank pipe, new smoke pipe. Crane repaired.
St. Fubien.—Boiler removed for repairs, and a repaired boiler put in.
Ste. Luce.—Repaired windmill and tank pipe.
Ste. Flavie.—Repaired tank trestle. New sheathing applied.
St. Paschal.—Reservoir cleaned and fenced. Cast iron pipe laid.
Dalhousie.—Repaired and cleaned out reservoir.
Sydney.—Connected town water supply with engine-house, and put in two fire hydrants. 120 feet 3-in. galvanized pipe laid in engine-house.

I hereby certify the rolling stock to be in good condition. Not one locomotive is waiting repairs at close of year excepting engine 208, which requires a new cylinder to be supplied by the Canadian Locomotive and Engine Co., Kingston.

I have the honour to be, sir,
Your obedient servant,

FRANCIS R. F. BROWN,
Mechanical Superintendent.

D. POTTINGER, Esq.,
General Manager, Government Railways,
Moncton, N. B.

STATEMENT showing the number of Locomotives and the various classes of Cars on the 1st July, 1893, and on the 30th June, 1894.

	Locomotives.	The Various Classes of Cars.																			
		First-Class Sleepers.	Second-Class Sleepers.	Parlour.	First-Class Passenger.	Second-Class Passenger.	Postal and Smoking.	Express and Baggage.	Box.	Platform, 10, 15 and 20 tons.	Hoppers, 6 tons.	Gondolas, 20 tons.	Coal Cars, 20 tons.	Cattle.	Vans.	Total.	Snow Ploughs.	Wing Ploughs.	Flangers.	Steam Ploughs.	Total.
On hand, serviceable	206	15	5	5	91	95	24	39	2,020	2,109	999	459	777	103	99	6,840	44	10	21	2	77
do condemned	...		1		1				51	33		12	5			103					...
Total	206	15	6	5	92	95	24	39	2,071	2,142	999	471	782	103	99	6,943	44	10	21	2	77
Taken off register, replaced by new	*4*																				
Purchase on account capital	2																				
Changed from second-class to second-class sleepers	...		1	...	.	*1*	..														...
do gondolas and large coal to platform, by rebuilding										67		*53*	*14*						...		
Total	204	15	7	5	92	94	24	39	2,071	2,209	999	418	768	103	99	6,943	44	10	21	2	77
Condemned, July, 1893	..		1		1		..		51	33		12	5			103	...			..	
do during the year	5	...	...			1			164	164	8	41	22	2	...	342	1				
	5	...	1	...	1	1		...	215	137	8	53	27	2	...	445	1				
Less, rebuilt	5		1			1		.. .	210	58	5	53	16			344	1	..			...
	...	..			1				5	79	3		11	2		101	...				
Add serviceable and repairing	204	15	6	5	91	94	24	39	2,066	2,130	996	418	757	101	99	6,842	44	10	21	2	77
	204	15	6	5	92	94	24	39	2,071	2,209	999	418	768	103	99	6,943	44	10	21	2	77

Deduct italic figures.

MONCTON, N.B., 30th June, 1894.

J. SUTTON,
Mechanical Accountant.

B.—INTERCOLONIAL RAILWAY.

STATEMENT of Locomotive and Car Mileage for the Year ended 30th June, 1894.

MONTHS.	LOCOMOTIVE MILEAGE.		CAR MILEAGE.						
	Passenger.	Freight.	Passenger.	Express, Postal and Baggage.	Freight.	Total.	Snow Ploughs.	Average Passenger.	Average Freight.
1893—July	124,153	231,820	537,764	261,799	2,999,813	3,799,376		6·44	12·94
August	126,445	215,179	554,775	282,347	2,836,062	3,673,184	65	6·60	13·18
September	104,914	223,497	486,472	267,973	2,966,379	3,720,824		6·92	13·51
October	92,582	257,714	423,528	254,978	3,556,976	4,235,482		7·32	13·80
November	96,358	244,793	431,934	257,434	3,472,025	4,161,393	3,167	7·15	14·18
December	98,066	280,637	436,720	256,887	3,473,409	4,167,016	18,217	6·97	12·37
1894—January	101,266	262,924	407,906	238,156	3,075,670	3,721,732	24,950	6·37	11·69
February	90,182	243,476	359,504	213,826	2,926,234	3,499,564	28,402	6·35	12·02
March	100,564	265,429	420,291	239,842	3,505,986	4,166,119	2,046	6·56	13·21
April	94,617	261,290	421,468	231,354	3,506,764	4,159,586	1,644	6·89	13·42
May	97,840	248,884	417,792	237,170	3,437,922	4,092,884	3,584	6·69	13·81
June	103,193	236,917	460,219	243,199	3,266,656	3,970,074	90	6·72	13·75
	1,230,180	2,972,560	5,358,373	2,984,965	39,023,896	47,367,234	82,165	6·78	13·13

J. SUTTON,
Mechanical Accountant.

MONCTON, N.B., 30th June, 1894.

C.—INTERCOLONIAL RAILWAY.

ABSTRACT of Locomotive Returns for Year ended 30th June, 1894.

Months.	Hours in Steam.	Locomotive Mileage.	Consumption.				Average Consumption per 100 Miles.				
			Tons of Coal.	Pints of Oil.	Pints of Valve Oil and Tallow.	Pounds of Waste.	Miles Run to 1 hour in Steam.	Pounds of Coal.	Pints of Oil.	Pints of Valve Oil and Tallow.	Pounds of Waste.
1893—July.....	40,173	432,617	12,162	23,998	22,278	8,623	10·77	6,297	5·54	5·14	1·99
August. .	38,274	415,701	11,658	23,874	21,784	8,699	10·86	6,282	5·71	5·24	2·09
September....	37,175	399,656	12,070	23,147	19,000	8,492	10·75	6,765	5·76	4·75	2·12
October	40,003	425,028	13,139	24,068	19,294	8,601	10·62	6,924	5·66	4·53	2·02
November....	39,044	413,847	13,558	22,976	18,280	8,551	10·59	7,336	5 55	4·42	2·06
December ...	46,348	466,633	16,489	26,562	22,833	9,426	10·06	7,915	5·69	4·89	2·02
1894—January...	46,215	455,229	15,638	26,514	21,626	9,115	9·85	7,694	5·82	4·75	2·00
February.....	42,597	418,559	14,607	25,915	20,842	8,631	9·82	7,817	6·19	4·98	2·06
March.....	41,406	444,267	14,900	26,379	21,531	9,353	10·73	7,512	5·93	4·84	2·10
April	40,191	430,304	14,060	25,921	20,555	8,385	10·76	7,319	6·02	4·77	1·94
May.....	39,604	424,405	12,774	26,548	22,210	9,222	10·71	6,742	6·25	5·23	2·17
June	38,834	414,621	12,039	26,108	22,074	9,057	10·67	6,504	6·29	5·32	2·18
Totals.....	489,864	5,140,867	163,094	302,010	252,307	106,155	10·49	7,094	5·87	4·99	2·06

J. SUTTON,
Mechanical Accountant.

MONCTON, N.B., 30th June, 1894.

D.—INTERCOLONIAL RAILWAY.

STATEMENT of Locomotive Power for each month from 1st July, 1893, to 30th June, 1894.

Months.	Miles run by Engines.	Mechanical Supt.'s Salary, Clerks and Office Expenses.	Engine-men's Wages.	Fuel.	Oil, Tallow and Waste.	Repairs to Engines, Tenders and Tools.	Water.	Engine-houses and Turntables.	Total.	Average per 100 miles.							
										Mechanical Supt.'s S'l'y.	Wages.	Fuel.	Oil, Tallow and Waste.	Repairs.	Water.	Eng.-houses & Turntab.	Total.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$	$	$	$	$	$	$	$ cts.
1893—July..	432,617	964 52	22,644 83	32,893 65	2,717 47	20,783 57	1,654 79	1,446 04	83,104 87	·22	5·24	7·60	·63	4·80	·38	·33	19·20
Aug..	415,701	926 44	22,478 18	31,650 29	2,806 93	23,708 32	1,950 63	1,688 26	85,209 05	·22	5·41	7·61	·67	5·70	·47	·41	20·49
Sept..	399,656	942 39	21,642 74	33,259 47	2,659 62	22,255 86	3,272 27	1,463 40	85,495 75	·23	5·42	8·32	·66	5·57	·82	·36	21·38
Oct..	425,028	1,133 32	22,615 93	35,586 48	2,713 69	22,654 62	4,370 14	2,114 29	91,188 47	·26	5·32	8·37	·64	5·33	1·03	·50	21·45
Nov..	413,847	1,039 43	22,107 62	37,348 70	2,802 12	20,484 75	5,090 11	1,795 75	90,668 48	·25	5·34	9·02	·68	4·95	1·24	·43	21·91
Dec..	466,633	1,066 65	24,603 34	45,696 29	3,350 65	21,799 86	5,783 48	2,935 37	105,235 64	·23	5·26	9·80	·72	4·67	1 24	·63	22·55
1894—Jan ..	455,229	1,069 52	23,906 94	42,823 07	3,055 42	22,240 37	2,470 91	2,610 34	98,166 57	·23	5·25	9·41	·67	4·88	·54	·58	21·56
Feb..	418,559	1,043 31	22,330 01	40,441 71	2,937 87	19,571 19	3,380 75	2,630 37	92,335 21	·25	5·33	9·66	·70	4·68	·81	·63	22·06
Mar..	444,267	1,081 93	23,247 01	40,039 58	3,014 55	18,487 35	2,272 22	1,327 39	89,470 03	·24	5·23	9·01	·68	4·16	·51	·30	20·13
April.	430,304	1,013 01	22,196 80	37,552 03	2,663 02	23,471 96	2,302 06	1,563 28	90,762 16	·23	5·16	8·73	·62	5·46	·53	·36	21·09
May..	424,405	933 39	22,783 16	34,400 42	2,949 68	20,444 51	2,072 64	1,792 11	85,375 91	·22	5·37	8·11	·69	4·82	·48	·42	20·11
June..	414,621	1,044 84	22,760 21	32,785 64	2,919 70	21,890 68	2,340 95	1,033 60	84,775 62	·25	5·49	7·91	·70	5·28	·57	·25	20·45
Totals..	5,140,867	12,248 75	273,316 77	444,477 33	34,590 72	257,793 04	36,960 95	22,400 20	1,081,787 76	·24	5·31	8 64	·67	5·02	·72	·44	21·04

J. SUTTON,
Mechanical Accountant.

MONCTON, N.B., 30th June, 1894.

E.—INTERCOLONIAL RAILWAY.

GENERAL STATEMENT of the Expenses of the Mechanical Department, for the Year ended 30th June, 1894.

Miles run by trains	4,202,740
do engines	5,140,867
do cars	47,367.234
do snow ploughs	82,165
	$ cts.
Cost of locomotive power	1,081,787 76
Cost of repairs to cars:	$ cts.
Repairs to passenger cars	66,132 15
do postal, express and baggage cars	18,136 48
do freight cars and vans	217,010 47
do ploughs and flangers	7,554 84
Oil and waste for packing	18,409 63
Total	327,243 62
	$ cts.
Cost of locomotive power per 100 miles run by trains	25 74
do do do engines	21 04
do do do cars	2 28
	$ cts.
Cost of repairs to cars and ploughs per 100 miles run by trains	7 23
do do do engines	6 01
do do do cars and ploughs	0 65
	$ cts.
Cost of oil and waste for packing per 100 miles run by trains	0 44
do do do engines	0 36
do do do cars and ploughs	0 04
Cost of repairs to cars per 100 miles run by them:	$ cts.
Passenger	1 19
Postal, express and baggage	0 61
Freight cars and vans	0 55
Ploughs and flangers	9 19

J. SUTTON,
Mechanical Accountant.

MONCTON, N.B., 30th June, 1894.

RETURN OF ACCIDENTS AND CASUALTIES

INTERCOLONIAL

RETURN of Accidents and Casualties which have occurred in Canada on the

Date.	Time of day.	No. of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.
1893.						
July 4..	15.35	Special..	Freight	J. Thomas	E. Kennedy	104
do 5..	13.00	do ..	Working	W. F. Ferguson	E. Kean	114
do 5..	14.00	do ..	do	C. A. Atkinson	E. Hayward	131
do 7..	4.55	16	Freight	Geo. C. Keys	D. Yould	4
do 11..	18.45	13	Accommodation	W. H. Donkin	John Ross	184
do 15..	10.00		Shunting		R. James	190
do 18..	9.08	1	Express	D. Rutherford	James Clark	82
do 18..	19.25	57	Accommodation	W. A. Hope	W. Appleton	23
do 19..	8.20	16	Freight	G. Margeson	Geo. Feetham.	196
do 23..	6.35	Special..	do	J. McDormand	H. McDonald.	39
Aug. 4..	10.20	17	Accommodation	J. W. Miller	C. Saunders.	
do 7..	20.45	6	Freight	R. A. Rainnie	J. J. Irvine	50
do 8..	16.23	34	Express	M. Letarte	O. Jollivet	164
do 9..	8.25	24	Freight	A. E. Brown	Geo. Kentley	79
do 15..	14.30					
do 17..	19.00	Special..	Freight	G. W. Hopper	T. W. Hennessey	81
do 18..	20.00					
do 27..	24.00	Special..	Freight	John Henderson	Geo. Manning	208
do 30..	9.30	do ..	do	A. Gamache	W. H. Rogeau	3
do 30..	10.05	2	Express	G. H. Trueman	T. W. Prince	159
do 30..	15.30	97	do W. & A. Ry.	A. Le Cain	Jas. Leitch.	2
Sept. 1..	7.30	Special..	Freight	W. W. Gordon	A. Sproull	113
do 1..	16.45	do ..	do	H. McDormand	P. Fraser	108
do 6..	8.50	76	Accommodation	E. L. Watts	T. G. Scott	187
do 6..	14.10	35	do	P. E. Heine	W. J. Coffey	17
do 11..	13.00	Special..	Freight	A. Desjardins	T. W. Henry. / Wm. Fraser	179 / 180
do 16..	14.15		Shunting		Alex. McDonald	16
Oct. 5..	9.30	Special..	Freight	A. Gamache	J. Fahey	2
do 9..	24.00	do ..	do	J. B. Pollock	R. Kennedy	34
do 26..	8.04	7	Express	J. Sproull	F. Whitney.	132
do 27..	9.45	55	Freight.	W. J. Dickson	J. Wall	103
do 28..	9.10					
do 31..	6.40	16	Freight	E. Thomson	C. McCarthy	181
Nov. 1..	2.00	16	do	W. McClafferty	D. Yould	183
do 5..	22.00		Shunting		C. McHugh	118
do 6..	15.00	23	Freight	A. E. Brown	R. Wilson	41
do 7..	4.20	Special..	do	J. B. Dubé	T. Matheson / J. Smith	178 / 83
do 15..	3.30	45	Accommodation	Ls. Couture	H. Turner	156
do 15..	16.35	Special..	Working	Jas. Buchanan	J. G. McDonald	72
do 17..	13.20		Shunting		Alex. McDonald	16

RAILWAY.

Line of the Intercolonial Railway during the year ended 30th June, 1894.

Place of Accident.	Name of person injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of injury.	Verdict of Coroner's Jury.
Thomson.....	Robt. Ryan.....	Employee ..	While coupling	Hand injured...	
Bartibogue	J. Arseneault...	do ..	While loading ties..... ..	do do ...	
Acadiaville	M. Woods	Neither.....	On track	Fatal	Accidental.
Oxford Junction	E. Crawe	Employee ..	While coupling.....	Hand injured...	
2 mil. E. of Truro	Chas. Robinson..	Neither.....	Standing too near track...	Fatal	Accidental.
St. John..	Hy. McDade ...	Employee ..	While coupling	Finger injured..	
½ m. E. of Truro.	Mrs. Bockleman.	Neither.....	Walking on track-.....	Fatal....	Accidental.
Near Dartm'th..	Harry Brown...	do	Lying on track	do	Accidental.
¼ mile west of Stewiacke.	George Ryan ...	do ...	Walking on track.	Arm broken....	
Truro.	C. W. Lutes ...	Employee ..	Slipped and fell while attempting to get on train in motion.	Seriously injured	
New Glasgow..	J. W. Miller....	do ...	While stepping off baggage car, tripped and fell.	Shoulders and face injured.	
Pollet River....	Wm. Manship...	do ...	Attempting to get on train in motion.	Ankles sprained.	
3 miles E. of St. Jean Port Joli	Chas. Dubé	Neither.....	Lying on track.....	Fatal	Accidental.
Memramcook...	M. Wilson	Employee ..	Slipped while getting off car.	Side injured	
Truro	John Ward.....	do ..	Attempting to climb over coal cars.	Leg broken.....	
Richmond.....	Mrs. Byers.....	Neither	Walking on track.....	Slightly injured.	
Barnaby River..	J. O. Quilty	Employee ..	Fell off semaphore ladder..	Back & leg injured.	
Moncton..... .	Jas. McManus...	do ..	Fell off car while stringing alarm line.	Slightly injured.	
Ste. Flavie.....	E. Gagnon .	do ...	While coupling	Hand injured...	
1½ mile west of Moncton.	Indian intoxic'd.	Neither	Walking on track	Only slightly injured.	
Halifax...	Geo. Alexander.	do	On track.....	Fatal	Accidental.
Stellarton.....	Ed. Siddall.....	Employee ..	Fell under cars while shunting.	do	Accidental.
James River....	Annie Nichols (child).	Neither	On track	do	Accidental.
Dalhousie Junct.	A. McKenzie....	Employee ..	While coupling	Hand injured...	
Chatham Junct.	Bliss Sears.....	do ..	Fell off train in motion....	Seriously injured	
Campbelton...	McLean (3 yrs)..	Neither.....	On track	Fatal.....	Accidental.
Pictou.....	James McDonald	do ...	Walking on track..... ...	do	Accidental.
Ste. Flavie.....	A. Deschamplain	Employee ..	While coupling	Seriously injured	
Rockingham....	C. Doyle.	do ..	While shunting.....	Foot injured....	
Rothesay.....	Geo Mahoney...	do ..	Fell between platform and car while handing clearance order to train.	Leg broken.....	
Ferrona Junct'n.	Arch McPherson	do ..	Hand caught in window of car.	Finger and nail torn off.	
Wentworth...	Ben. Embree.. / Chas. Teed....	Neither....	While loading car with bark it tipped over.	Leg broken and seriously injured / Arm broken.....	
Londonderry...	E. Thomson....	Employee ..	Fell while running to catch his train.	Knee injured...	
Pugsley Siding..	Ang. Chisholm..	do ...	Fell while getting off engine in motion.	Leg injured	
Moncton.	N. Stableford ..	do ...	While shunting caught his foot and fell under cars.	Fatal	Accidenta
Sackville	J. Brown. ...	do ...	While unloading freight...	Finger injured..	
Little Metis. .	Oct. Lefrançois..	Neither...	Attempting to jump on train in motion.	Fatal	Accidental
Ste. Flavie.....	N. Plourde.....	Employee ..	While coupling.	Body jammed...	
Union.....	W. Grant.....	do ...	Jumped off train in motion.	Considerably injured.	
Pictou	J. McPherson...	do ...	While coupling.	Hand injured...	

INTERCOLONIAL

RETURN of Accidents and Casualties which have occurred in Canada

Date.	Time of Day.	No. of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.
1893. Nov. 17.	14·45					
do 21.	14·30	Special..	Freight.....	W. Papineau.....	Ls. Sheedy.....	6
do 26.	13·30	do ..	do	J. Chenard.....	O. Lebel.....	75
do 29.	8·05	55	do	W. J. Dickson.....	J. Wall.....	103
Dec. 6.	9·00		Shunting.....		E. Tobin	93
do 7.	20·15	Special..	Freight.....	Jas. McDormand.....	R. Kennedy	175
					J. B. Champion.....	34
do 7.	23·40		Shunting.....		C. McHugh.....	118
do 10.	24·30	16	Freight.....	W. McClafferty	D. Yould.....	183
					W. F. Hicks.....	44
do 11.	9·55	Special..	do	A. Gamache.....	A. Connell.....	177
do 19.	8·00		Shunting.....		J. Williamson	67
do 23.	13·45	19	Express	N. Pushie	J. McEachren.....	148
do 23.	10·30	Special..	Freight.....	J. Casey.....	B. C. Gesner.....	53
1894.						
Jan. 2.	15·40		Shunting.....		E. Tobin.....	93
do 3.	1·30	Special..	Freight.....	Ls. Belanger.....	E. Thomas.....	202
do 22.	23·15		Shunting.....		J. Leonard.....	95
do 29.	22·20	Special..	Freight..	G. Couchy.....	Ls. Sheedy	76
do 30.	18·30	do ..	do	R. McDonald.....	A. Sproull	108
do 31.	5·50	do ..	do	C. A. Atkinson.....	Geo. Morrison	84
		do ..	Working.....	J. McGinn	J. Moody.....	139
					W. H. Anderson.....	141
Feb. 14.	17·12	46	Accommodation...	F. Derouin	H. A. Turner.....	156
do 19.	9·00	Special .	Freight..	H. McDormand	A. Prowse	80
do 28.	14·15		Shunting.....		F. Cloutier.....	103
March 3	11·40	Special..	Freight.....	Jno. McDonald.....	Jas. Sproull	117
do 23.	23·40	33	Express	A. E. Olive	J. Cameron.....	147
do 24.	9·50	5	Freight.....	R. A. Rainnie.....	S. Watson.....	52
do 27.	5·10	16	do	E. Thomson.....	C. McCarthy.....	181
					J. Gilfillan.....	66
April 3.	18·50	Special..	do	H. McDormand.....	P. Fraser	110
do 9.	8·15	Light....	Engine		Alex. McDonald.....	132
do 9.	11·45	Special..	Freight.....	J. Casey.....	J. T. Smith	42
do 19.	15·20		Shunting.....		M. Tobin.....	189
do 21.	20·35	Special..	Freight	W. Bovard	A. Rushton.....	147
					F. W. Welling.....	129
do 23.	13·15	do ..	do	W. W. Gordon	P. Fraser.....	113
do 25.	8·30	do ..	do	F. Brown.....	J. Dean.....	66
do 25.	17·45	46	Accommodation...	M. Audet	J. Devereaux	138
do 28.	13·30	6	Freight.....	A. W. Melick ...	J. J. Irvine.....	45
May 12.	14·50	1	Express	R. Rainnie	J. H. Hunter.....	59
do 16.	9·45	36	Accommodation...	D. Hunter.....	D. Pineo	140
do 16.	17·50	6	Freight	R. A. Rainnie	W. J. Hunter.....	60
June 18.	8·45	Special..	do	J. B. Pollock.....	B. Peterson.	182
do 27.	10·30	do ..	do	T. Bellemare.....	F. Cloutier	116
do 29.	12·50	42	do	J. A. Bernier	E. B. Price.....	30

RAILWAY.

on the Line of the Intercolonial Railway, &c.—*Concluded.*

Place of accident.	Name of person injured.	Whether passenger or Employee.	Particulars of accident.	Extent of injury.	Verdict of Coroner's jury.
Amherst..	W. Atkinson . .	Employee ..	Fell between car and platform while unloading freight.	Leg injured.....	
Chaudière	Jos. Leclerc ...	do ..	Fell off car in motion....	Fatal	Accidental.
St. Fabien.....	Vincent Daston (deaf and dumb).	Neither.....	Walking on track.....	do	Accidental.
Near Riversdale.	Jas. McDonald .	Employee ..	Fell off train in motion..	Slightly injured.	
Dry Dock siding Halifax.	Edward O'Grady	do ...	Knocked off car by gangway.	do ..	
Windsor Junct..	J. Weir	do ...	Fell off train in motion..	Ankle sprained .	
Moncton	H. P. Brand....	do ...	While coupling.....	Hand injured. .	
Meadow Brook Crossing.	Dom. Melanson..	Neither.....	Crossing track in team...	Fatal	Accidental.
St. Octave	Joseph Beaulieu	Employee ..	While shunting.....	Feet injured....	
Newcastle.....	Harry Graham..	do ...	While coupling.....	Hand do	
3 miles E. of Antigonish.	— Wadden.....	Passenger...	Fell off train in motion..	Head do	
Pugsley's siding.	Jas. White	Employee ..	Slipped off car in motion.	Ankle do	
Richmond	E. Hennessey...	do ...	While coupling	Hand do	
Sayabec	P. Beaulieu.....	do ...	do	do do ...	
Truro	Fk. Black.....	do ...	do	do do	
Hadlow	J. Gagné . ..	do ...	do	do do	
Stellarton.	A. Haley..... .	do ...	do	do do	
Barnaby River..	Wm. Hillman	do ...	Trains collided..... ..	Slightly injured.	
	M. Estabrooks	do ...	do	do do .	
1½ mile W. of Rimouski.	Conrad Ringuet.	Neither.....	Walking on track.....	Fatal	Accidental.
Point Tupper...	G. J. Fadder....	Employee ..	While shunting slipped and fell.	Leg broken.....	
Rivière du Loup	Andrew Earl ...	do ...	While coupling	Fatal	Accidental.
Stellarton.....	Jno. McDonald.	do ...	do	Back injured....	
Bathurst.	Bliss Sears.....	do ...	Slipped and fell off tender of engine.	Head and back injured.	
Salisbury.....	S. Watson.....	do ...	While loading cattle in car slipped and fell.	Shoulder dislocated.	
Oxford Junction.	Henry Melanson	do ...	While coupling	Hand injured...	
Harb'r auBouche	Hugh McDonald	do ...	do	do	
Scotch Hill.....	Thos. Elliot	Neither	Walking on track...	Fatal	Accidental.
Amherst.....	Geo. Floyd	do ...	Crossing between cars while train was shunting	Foot injured....	
D. W. Terminus Halifax.	Thos. Boutillier.	do ...	Fell in a fit on track. ...	Fatal	Accidental.
Harcourt.....	Hy. Pascal	do ...	Attempting to get on train in motion.	Leg injured.....	
Antigonish	T. Freeland. ...	Employee ..	While coupling	Hand injured...	
Enfield	Neil McDougall.	do ...	While putting up semaphore, struck by handle	Head do ...	
Ste. Flavie	J. B. Michaud..	do ...	While coupling	Slightly injured.	
Hampton.....	Miss Bradshaw..	Passenger...	Knocked off end of car, while shunting.	do ..	
Moncton	Miss Tufts.....	Neither.....	Crossing track	do ..	
Bartibogue	G. McGinn.....	Employee ..	Fell off train while applying brakes.	Head injured...	
Petitcodiac	Fred. Pidgeon..	Neither.....	Jumped from train in motion (stealing a ride).	Seriously injured	
1⅞ mile W. of Riversdale.	Alfred Wilson..	do ...	Found dead alongside of track, supposed to have been struck by train.	Fatal	Accidental.
Princess Pier, Lévis.	Jno. Connolly...	Employee ..	While shunting.....	Hand cut off....	
St. Octave. ...	Nap. Michaud..	Neither.....	Crossing track in team ..	Slightly injured.	

WINDSOR BRANCH RAILWAY.

OFFICE OF THE GENERAL MANAGER OF GOVERNMENT RAILWAYS,
MONCTON, N.B., 11th October, 1894.

SIR,—I have the honour to submit the following statements showing the results of the working of the Windsor Branch Railway for the year ended the 30th June, 1894 :

No. 1. Revenue account.
2. Maintenance of way and works.
3. General balance.
4. Statement of earnings.

I also send you the report of the chief engineer on the condition of the permanent way and works.

This line, 32 miles in length, was operated during the year by the Windsor and Annapolis Railway Company on the same terms as last year, the company being allowed to retain two-thirds of the gross earnings, the balance, one-third, being paid over to the Government, the latter maintaining the line.

There was a decrease in the earnings accruing to the Government when compared with last year, as follows :—

In 1892-93	$34,316 11
1893-94	32,975 47
	$ 1,340 64

The expenses of maintenance were :—

In 1893-94	$17,645 09
1892-93	16,889 95
	$ 755 14

The earnings and expenses compare as follows :—

Earnings	$32,975 47
Expenses	17,645 09
	$15,330 38

The necessary repairs and renewals were made, and the permanent way and works are in good order.

I have the honour to be, sir,
Your obedient servant,

D. POTTINGER,
General Manager Government Railways

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Deputy Minister and Chief Engineer Railways and Canals,
Ottawa.

No. 1.—WINDSOR BRANCH RAILWAY.

DR. REVENUE ACCOUNT for Year ending 30th June, 1894. CR.

Previous Year.	Expenditure.	Year ending 30th June, 1894.	Previous Year.	Receipts and Earnings.	Year ending 30th June, 1894.
$ cts.		$ cts.	$ cts.		$ cts.
16,889 95	Maintenance of way and works, Abstract No. 1. . .	17,645 09	11,519 00	Passenger traffic.....	12,483 64
17,426 16	Balance.....	15,330 38	21,645 27	Freight traffic.	19,339 99
			1,151 84	Mails	1,151 84
34,316 11		32,975 47	34,316 11		32,975 47

Certified correct,

T. WILLIAMS,
Chief Acct. and Treas. I. C. R.

R. B. BOGGS,
Acct. W. B. Ry.

MONCTON, N.B., 30th June, 1894.

No. 2.—WINDSOR BRANCH RAILWAY.

Abstract No. 1.

Maintenance of Way and Works.

Previous Year.	Particulars.	Amount.
$ cts.		$ cts.
9,945 42	Repairs of track	9,783 98
Cr. 2,978 00	Rails and fastenings	2,836 16
4,050 85	Sleepers	1,378 97
2,335 21	Bridges	773 86
19 19	Signals	39 90
3 60	Switch locks	
211 35	Culverts and cattle guards	
203 31	Wharf at Windsor	347 68
745 09	Buildings and platforms	280 66
77 12	Hand cars and trollies	51 40
282 60	Snow ploughs and flangers	411 07
165 70	Tools, and repairs of same	145 26
715 65	Fencing	418 20
1,112 86	Accountant's office and expenses	1,142 08
	Miscellaneous	35 87
16,889 95		17,645 09

Certified correct,
T. Williams,
Chief Acct. and Treas. I. C. R.

R. B. BOGGS,
Acct. W. B. Ry.

Moncton, N.B., 30th June, 1894.

No. 3.—WINDSOR BRANCH RAILWAY.

DR. GENERAL BALANCE. CR.

1894.		$ cts.	1894.		$ cts.
June 30...	To old rails account.....	4,200 00	June 30...	By Dominion account...	14,161 10
	Stores Department	6,462 02			
	Windsor and Annapolis Railway	3,499 08			
		14,161 10			14,161 10

Certified correct,
T. WILLIAMS,
Chief Acct. and Treas. I.C.R.

R. B. BOGGS,
Acct. W. B. Ry.

MONCTON, N.B., 30th June, 1894.

No. 4.—WINDSOR BRANCH RAILWAY.

MONTHLY STATEMENT OF RECEIPTS—One-third Earnings.

Month.	Passenger Traffic.	Mails.	Freight Traffic.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.
1893—July.....	1,391 37	96 91	1,497 25	2,985 53
August...	1,664 20	96 91	1,679 66	3,440 77
September.....	1,531 56	96 90	1,829 00	3,457 46
October.....	626 38	95 68	2,194 41	2,916 47
November....	1,424 42	95 68	1,971 70	3,491 80
December.....	924 07	95 68	1,441 24	2,460 99
1894—January.....	606 32	99 36	1,332 22	2,037 90
February....	609 48	88 32	1,120 57	1,818 37
March.....	817 76	99 36	1,404 94	2,322 06
April.....	653 25	92 00	1,535 20	2,280 45
May.	885 16	99 36	1,717 94	2,702 46
June.....	1,349 67	95 68	1,615 86	3,061 21
	12,483 64	1,151 84	19,339 99	32,975 47

Certified correct,
T. WILLIAMS,
Chief Acct. and Treas. I.C.R.

R. B. BOGGS,
Acct. W. B. Ry.

MONCTON, N.B., 30th June, 1894.

INTERCOLONIAL RAILWAY,
CHIEF ENGINEER'S OFFICE,
MONCTON, N.B., 11th October, 1894.

SIR,—I have the honour to submit my report of the maintenance of the Windsor Branch for the year ending 30th June, 1894.

TRACK.

Three miles of old iron rails have been taken up and replaced with 4½ steel weighing 56 pounds to the yard.

TIES.

During the year 7,834 ordinary ties and five sets of single throw switch ties were renewed.

BALLASTING.

About six miles of the branch were lifted, and about 3,500 yards of ballast put under track.

SIDINGS.

An additional siding was put in at Newport, 400 feet long, to connect with a branch line leading to plaster quarry. A large business is now being done over this siding and branch.

FENCING.

Three hundred and fifty-seven rods of woven wire and barbed wire fencing were put up in place of the old pole fence.

BUILDINGS AND PLATFORMS.

The platform at Mount Uniacke, 260 feet by 9 feet, was entirely renewed. Large repairs were made to the platforms at Ellershouse and Newport.

The foundation of the freight shed at Windsor was overhauled and new mud sills provided.

A hardwood floor was put in the dwelling apartments of Windsor Station.

BRIDGES AND CULVERTS.

Four old wooden spans of the St. Croix Bridge were replaced with four steel plate girders, two of 34 feet and two of 32 feet. The abutments and piers of this structure were also overhauled and pointed.

Two cedar culverts were put in between Beaver Bank and Mount Uniacke to replace stone drains that had become choked up.

A portion of the front of Windsor wharf was sheathed on the harbour side to protect it from the ice. A number of new fenders were also provided.

I have the honour to be, sir,
Your obedient servant,

P. S. ARCHIBALD,
Chief Engineer.

D. POTTINGER, Esq.,
General Manager Government Railways,
Moncton.

PRINCE EDWARD ISLAND RAILWAY.

OFFICE OF THE GENERAL MANAGER OF GOVERNMENT RAILWAYS,
MONCTON, N.B., 11th October, 1894.

SIR,—I have the honour to submit the following report on the working of the Prince Edward Island Railway, for the fiscal year ended 30th June, 1894.

I inclose the report of the superintendent, and statements of the various accounts.

Mr. Joseph Unsworth was superintendent of the railway during the year, but as he had not signed the annual report at the time of his much to be regretted death on the 10th September last, it has been signed by his successor, Mr. A. McDonald.

The mileage of railway in operation was the same as last year, 210 miles.

There was no expenditure on capital account during the year, the total cost of the railway on the 30th June, 1894, being $3,750,565.38.

The working expenses for the year were	$226,891 06
The gross earnings were.....	158,533 83
	$ 68,357 23

When compared with the previous year, there was a decrease of gross earnings of $4,156.59, and an increase of working expenses of $468.89.

The necessary repairs and renewals were made, and the railway and rolling stock are in a state of efficiency.

The work of relaying the track with steel rails was continued, and nine miles of iron rails weighing 40 pounds to the yard were replaced with steel rails weighing 50 pounds to the yard.

The winter of 1893-94 was severe and the snow fall very heavy, and the working expenses were much increased by the extra cost of clearing snow and ice.

This work cost in 1893–94.....	$9,694 94
do 1892–93.....	1,281 65
	$8,413 29

I have the honour to be, sir,
Your obedient servant,
D. POTTINGER,
General Manager Government Railways.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Deputy Minister and Chief Engineer Railways and Canals,
Ottawa.

PRINCE EDWARD ISLAND RAILWAY,
SUPERINTENDENT'S OFFICE,
CHARLOTTETOWN, P.E.I., 10th October, 1894.

SIR,—I have the honour to submit the following report on the working of the Prince Edward Island Railway, for the fiscal year ended 30th June, 1894.

I inclose the following statements prepared by the accountant and auditor:—

No. 1.	Capital account.	
2.	Revenue account.	
3.	Locomotive power.	(Abstract No. 1.)
4.	Car expenses.	(do 2.)
5.	Maintenance of way and works.	(do 3.)
6.	Station expenses.	(do 4.)
7.	General charges.	(do 5.)
8.	General stores account.	
9.	General balance.	
10	Comparative statement of averages.	

The mileage of railway in operation during the year was the same as stated in last year's report, 210 miles.

CAPITAL ACCOUNT.

The total expenditure on capital account to 30th June, 1893, was	$3,750,565 38
No additions being made during the year, the total expenditure to 30th June, 1894, was the same as the previous year	$3,750,565 38

REVENUE ACCOUNT.

The expenditure and earnings for the year compare as follows:—	
Expenditure	$226,891 06
Earnings	158,533 83
	$ 68,357 23
The gross earnings compare as follows with the previous year:—	
In 1892-93	$162,690 42
In 1893-94	158,533 83
Decrease	$ 4,156 59
The earnings per mile of railway compare as follows:—	
In 1892-93	$ 774 72
In 1893-94	754 92
Decrease	$ 19 80
The earnings from passenger traffic compare as follows:—	
In 1892-93	$ 67,445 41
In 1893-94	64,159 60
Decrease	$ 3,285 81
The earnings from freight traffic compare as follows:—	
In 1892-93	$ 76,347 51
In 1893-94	74,942 83
Decrease	$ 1,404 68
The earnings from mails and sundries compare as follows:—	
In 1892-93	$ 18,897 50
In 1893-94	19,431 40
Increase	$ 533 90
The number of passengers carried compares as follows:—	
In 1892-93	132,111
In 1893-94	123,727
Decrease	8,384
The weight of freight carried compares as follows:—	
In 1892-93	56,718
In 1893-94	53,577
Decrease	3,141

Working Expenses.

The working expenses compare as follows with the previous year :—	
In 1892-93	$226,422 17
In 1893-94	226,891 06
Increase	$ 468 89

They compare with last year as follows :—	Cents.
Per mile run by engines—	
In 1892-93	78·07
In 1893-94	73·94
Per mile run by trains—	
In 1892-93	98·35
In 1893-94	96·92
The engine mileage compares as follows :—	
In 1892-93	290,011
In 1893-94	306,853
Increase	16,842
The train mileage compares as follows :—	
In 1892-93	230,207
In 1893-94	234,093
Increase	3,886
The car mileage compares as follows :—	
In 1892-93	1,236,769
In 1893-94	1,237,083
Increase	314

I also inclose the following statements showing the operations of the Mechanical Department for the year :—

A. Monthly statement of the cost of locomotive power.

B. Statement of the performance and consumption of locomotives.

C. Monthly statement of car mileage.

D. Statement showing the number of locomotives and cars, snow ploughs and flangers.

E. Comparative statement of the expenses of the Mechanical Department for years 1892-93 and 1893-94.

During the year a new foundation for stationary engine and boiler was laid, on which a new stationary engine was set up, the boiler being old was also replaced by another.

Track.

During the year 9 miles iron rails, weighing 40 pounds to the yard, were replaced with steel rails weighing 50 pounds to the yard ; 101 miles now being laid with steel rails and 109 with iron rails.

Ties.

During the year 52,100 ordinary ties, 30 sets switch ties and 28 head-blocks and frames were renewed.

Ballasting.

During the year, 8,870 cubic yards ballast were distributed where most required.

Fencing.

During the year 16½ miles new barbed and woven wire fence were erected to replace old fence burnt and worn out.

100 farmers' gates renewed.

1 mile snow fence rebuilt.

Wharfs.

The wharf at Summerside received extensive repairs—200 tons hemlock, 100 tons hard stone and 150 cubic yards clay being used.

At Cape Traverse 400 tons hard stone and 50 cars brush were used to protect the west side of wharf.

The wharfs at Charlottetown, Georgetown and Souris, received necessary repairs.

Bridges and Culverts.

At Huntley River bridge 3 stringers were renewed and other necessary repairs made.

At Richmond bridge abutments rebuilt with cedar, stringers renewed, standard floor put on and painted.

At Mount Stewart the old wooden bridge, Howe truss, was replaced with a 100-foot steel girder, standard floor put on and painted.

At Black Road bridge ties renewed and painted.

At Keefe's River bridge ties renewed and painted.

At Bell's River bridge ties renewed and painted.

At Pig Brook bridge ties painted with two coats iron ore paint.

At Trout Brook bridge ties painted with two coats iron ore paint.

At Carroll's bridge ties painted with two coats iron ore paint.

At Pawe's bridge ties painted with two coats iron ore paint.

At Pawe's bridge, west, ties painted with two coats iron ore paint.

At Ellerslie bridge ties painted with two coats iron ore paint,

At Northam bridge ties painted with two coats iron ore paint.

All other bridges received the necessary repairs.

Eight timber culverts rebuilt.

One stone culvert rebuilt.

Twenty-five cattle guards rebuilt and ten repaired.

Buildings and Platforms.

At Ashton the flag station and platform were rebuilt and station painted.

At New Zealand the flag station and platform were rebuilt and station painted.

At Bradalbane the platform was renewed.

At York the platform was renewed.

At Bloomfield the platform was renewed.

At Elliott's the platform was renewed.

At Lot 40 the platform was renewed.

At Summerside the warehouse on the wharf reshingled and painted ; roof of engine-house partially reshingled, and roof of freight-house repaired.

At Freetown station painted and floor of freight-house renewed.

At Kensington the dwelling apartments were painted and repaired.

At Charlottetown part of round-house floor, timber and covering of turn-table renewed. Two engine pits in round-house and one in repair shop rebuilt. Spring and case hardening furnace rebuilt in blacksmith's shop. Foundation of one-half of coal shed renewed, coal shed repaired.

At Emerald two flues were taken down and replaced by one large chimney. The station dwelling was repainted and repaired.

STORES.

The purchase of stores during the year amounted to $82,315.07.
The value of stores on hand, 30th June, 1894, was:—

General stores	$48,406 68
Fuel	6,409 00
Rails and fastenings	43,577 16
Old material serviceable	4,385 90
Total	$102,778 74

The stores for the most part have been purchased by tender and contract, and from the general railway store at Moncton.

I am pleased to state that we have no accidents to report this year.

I am also pleased to say that the road-bed, rolling-stock and buildings are in good condition.

I have the honour to be, sir,
Your obedient servant,

A. McDONALD,
Superintendent.

D. POTTINGER, Esq.,
General Manager Government Railways,
Moncton, N.B.

No. 1.—PRINCE EDWARD ISLAND RAILWAY.

DR. CAPITAL ACCOUNT. CR.

1893.		$ cts.	1893.		$ cts.
June 30.	To cost of road and equipment to date	3,750,565 38	June 30.	By Dominion of Canada...	3,750,565 38
1894.			1894.		
June 30.	To expenditure, year ended 30th June, 1894		June 30.	do do ...	
		$3,750 565 38			$3,750,565 38

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1894.

No. 2.—PRINCE EDWARD ISLAND RAILWAY.

REVENUE ACCOUNT for Year ended 30th June, 1894.

Previous Year.	Expenditure.	Year ended 30th June, 1894.	Previous Year.	Receipts.	Year ended 30th June, 1894.
$ cts.		$ cts.	$ cts.		$ cts.
59,195 34	Locomotive power, per Abstract No. 1	57,457 74	67,445 41	Passenger traffic.....	64,159 60
34,821 96	Car expenses, per Abstract No. 2	32,997 48	76,347 51	Freight traffic.	74,942 83
97,085 28	Maintenance of way and works, per Abstract No. 3	99,780 20	18,897 50	Mails and sundries.....	19,431 40
25,566 43	Station Expenses, per Abstract No. 4..... .	26,132 39	162,690 42	Total receipts.... ...	158,533 83
9,753 16	General charges, per Abstract No. 5.....	10,523 25	63,731 75	Balance.....	68,357 23
226,422 17	Totals..	226,891 06	226,422 17	Totals.....	226,891 06

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1894.

No. 3.—PRINCE EDWARD ISLAND RAILWAY.

Locomotive Power—(Abstract No. 1).

Previous Year.	Details.	Year ended 30th June, 1894.
$ cts.		$ cts.
1,124 50	Mechanical superintendent's salary, clerks, office and travelling expenses....	896 96
14,813 48	Wages of drivers, firemen and cleaners.....	15,770 34
14,403 31	Fuel.....	13,099 55
2,665 68	Oil, tallow, waste and small stores.....	2,708 13
24,089 79	Repairs to engines, tenders and engine tools.....	22,286 14
675 52	Water, including pump and tank repairs..	797 62
1,423 06	Miscellaneous.....	1,899 00
59,195 34	 Totals.....	57,457 74

W. T. HUGGAN,
Accountant and Auditor.

Charlottetown, P.E.I., 30th June, 1894.

No. 4.—PRINCE EDWARD ISLAND RAILWAY.

Car Expenses—(Abstract No. 2).

Previous Year.	Details.	Year ended 30th June, 1894.
$ cts.		$ cts.
8,941 16	Repairs to passenger cars.....	8,689 62
1,544 77	do postal and baggage cars.....	1,149 75
7,196 81	do freight cars and vans.....	6,363 15
12,876 29	Wages of conductors, train baggage-masters and brakesmen.....	13,277 36
877 32	Oil and waste for packing.....	420 94
2,603 33	Small stores and fuel.....	2,313 30
782 28	Miscellaneous.....	783 36
34,821 96	Totals.....	32,997 48

W. T. HUGGAN,
Accountant and Auditor.

Charlottetown, P.E.I., 30th June, 1894.

No. 5.—PRINCE EDWARD ISLAND RAILWAY.

MAINTENANCE of Way and Works—(Abstract No. 3.)

Previous Year.	Details.	Year ended 30th June, 1894.
$ cts.		$ cts.
369 96	Engineer's salary, clerks, office and travelling expenses	482 46
35,145 28	Wages in repairing roadway, fences and semaphores	35,666 47
14,868 76	Rails, chairs and spikes	13,966 82
22,679 85	Sleepers	18,126 29
11,059 82	Timber and lumber for repairs to bridges, cattle guards, fences, &c	10,438 72
2,949 16	Repairs to wharfs	3,560 75
6,696 91	do buildings and platforms	6,240 05
2,033 89	do snow ploughs, flangers and tools	1,603 70
1,281 65	Clearing ice and snow	9,694 94
97,085 28	Totals	99,780 20

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1894.

No. 6.—PRINCE EDWARD ISLAND RAILWAY.

STATION EXPENSES—(Abstract No. 4).

Previous Year.	Details.	Year ended 30th June, 1894.
$ cts.		$ cts.
18,658 96	Salaries and wages of station masters, agents, clerks, telegraph operators, station baggage-masters, yardmasters, switchmen, watchmen and labourers	19,523 06
6,907 47	Fuel, oil, light, stationery and other incidental expenses	6,609 33
25,566 43	Totals	26,132 39

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1894.

No. 7.—PRINCE EDWARD ISLAND RAILWAY.

GENERAL CHARGES—(Abstract No. 5.)

Previous Year.	Details.	Year ended 30th June, 1894.
$ cts.		$ cts.
3,943 44	Superintendent's and train despatchers' salaries, clerks, office and travelling expenses.	3,807 07
4,454 60	Accountant and auditor's, paymaster's and cashier's salaries, clerks, office and travelling expenses	4,549 53
685 67	Advertising	543 85
128 66	Damages to men, animals and goods	168 92
378 13	Telegraph expenses (not including pay to operators)	684 14
162 66	Miscellaneous	769 74
9,753 16	Totals	10,523 25

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1894.

No. 8.—PRINCE EDWARD ISLAND RAILWAY.

STATEMENT of General Stores Account, Year ended 30th June, 1894.

1893.	Dr.	$ cts.	$ cts.
June 30...	To Balance brought forward		92,400 51
1894.			
June 30...	To Purchases during the year, including rails	81,554 90	
	Charges from other departments	15,142 71	
	Pay-rolls	2,347 41	
			99,045 02
1894.	Cr.		191,445 53
June 30...	By Issues during the year		88,666 79
	Balance — Ordinary stores $48,406 68		
	Balance — Fuel 6,409 00		
	Balance — Rails and fastenings on hand 43,577 16		
	Balance — Old material, serviceable 4,385 90		102,778 74

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1894.

No. 9.—PRINCE EDWARD ISLAND RAILWAY.

DR. GENERAL BALANCE. CR.

	$ cts.		$ cts.
General stores	102,778 74	Dominion account	105,358 23
Cash	5,183 30	Accident insurance	4,792 04
Stations	1,128 88		
Militia Department	113 09		
Anglo-American Telegraph Co	46 43		
Judge Weatherbee	30 00		
Sidney Grey	35 00		
Railway Extension, Charlottetown	812 83		
Intercolonial Railway	22 00		
Total	110,150 27		110,150 27

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1894.

No. 10.—PRINCE EDWARD ISLAND RAILWAY.

COMPARATIVE STATEMENT of Averages for Year ended 30th June, 1894.

Details.	1894.	1893.
Mileage of railway open	210	210
Engine mileage	306,853	290,011
Train do	234,093	230,207
Car do	1,237,083	1,236,769
Receipts per engine mile Cents	51·66	56·09
do mile of railway.. Dollars	754·92	774·72
Percentage of passenger earnings to gross receipts.	40·47	41·45
do freight do do	47·27	46·93
do other do do	12·26	11·62
Expenses per engine mile—		
Drivers', firemen's and cleaners' wages	5·14	5·11
Fuel	4·27	4·96
Oil, tallow, waste and small stores..	0·88	0·92
Repairs to engines	7·26	8·31
Water and tank repairs	0·26	0·27
Miscellaneous	0·62	0·45
	18·43	20·02
Mechanical superintendent's salary, office and travelling expenses	0·29	0·39
Total. Cents	18·72	20·41
Locomotive power per engine mile	18·72	20·41
Car expenses do	10·75	12·01
Maintenance of way and works do	32·52	33·48
Station expenses do	8·52	8·81
General charges do	3·43	3·36
Total per engine mile Cents	73·94	78·07
Locomotive power per train mile	24·54	25·71
Car expenses do	14·10	15·12
Maintenance of way and works do	42·62	42·17
Station expenses do	11·16	11·11
General charges do	4·50	4·24
Total per train mile Cents	96·92	98·35
Working expenses per mile of railway. Dollars	1,080·43	1,078·20

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1894.

A.—PRINCE EDWARD

MECHANICAL

STATEMENT of Cost of Locomotive Power

Months.	Miles run by Engines, less Ballasting.	Cost of				
		Enginemen's Wages.	Fuel.	Oil, Tallow, Waste, &c.	Repairs.	Water, including Tank and Pump Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1893—July	28,780	1,391 71	1,025 61	257 22	2,504 06	57 38
August	28,699	1,264 98	929 12	299 59	2,032 81	13 09
September	28,286	1,312 25	1,070 01	244 47	1,557 58	126 66
October	27,561	1,359 05	1,094 47	245 34	1,669 27	148 69
November	29,006	1,319 78	1,296 12	258 24	1,688 02	6 63
December	25,775	1,366 21	1,214 35	235 61	1,883 31	174 71
1894—January	22,328	1,343 38	1,207 57	214 73	1,918 98	23 66
February	21,748	1,466 19	1,233 88	174 08	1,773 00	35 89
March	23,794	1,328 95	1,068 17	223 15	1,698 38	4 78
April	19,491	1,166 74	853 04	125 94	1,738 93	5 40
May	21,452	1,224 75	986 76	161 72	2,036 37	39 98
June	29.933	1,226 35	1,120 45	268 04	1,785 43	160 75
Totals	306,853	15,770 34	13,099 55	2,708 13	22,286 14	797 62

ISLAND RAILWAY.

DEPARTMENT.

for the Year ended 30th June, 1894.

		Average per Mile run.						
Miscellaneous, including Expenses of Office and Engine House.	Total.	Engine-men.	Fuel.	Oil, Tallow, &c.	Repairs.	Water.	Miscella-neous.	Total.
$ cts.	$ cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
213 60	5,449 58	4·16	3·56	0·89	8·63	0·11	0 74	18·93
143 04	4,682 63	4·41	3·23	1·04	7·08	0·04	0·49	16 32
150 53	4,461 50	4·64	3·78	0·86	5·50	0·44	0·53	15·77
210 38	4,727 20	4·93	3·97	0·88	6·05	0·53	0·76	17 15
211 49	4,780 28	4·55	4·47	0·89	5·82	0·02	0·72	16·48
268 37	5,142 56	5·30	4·71	0·91	7·36	0·67	1·04	19·95
305 64	5,013 96	6·02	5·40	0·96	8·59	0 10	1·36	22·45
299 56	4,982 60	6·75	5·67	0·80	8·15	0·16	1·37	22·91
369 93	4,693 36	5·58	4·48	0·93	7·13	0·02	1·55	19·72
338 83	4,228 88	5·98	4·37	0·64	8·92	0·02	1·73	21·69
153 55	4,603 13	5·71	4·59	0·75	9·49	0·18	0·71	21·45
131 04	4,692 06	4·09	3·74	0·89	5·96	0·53	0·43	15·67
2,795 96	57,457 74	5·14	4·27	0·88	7·26	0·26	0·91	18·72

J. J. CHAPPELL,
Mechanical Accountant.

B.—PRINCE EDWARD

MECHANICAL

STATEMENT of the Performance and Consumption

Month.	Hours in Steam.	Train Mileage.				Miles by Engines.			
		Passenger.	Freight and Mixed.	Ballasting.	Piloting.	With Train.	Light.	Shunting.	Total.
1893—July	3,622	12,279	11,100	1,441		24,820	142	5,409	30,371
August	3,848	11,540	11,602	2,872	32	26,046	289	5,426	31,761
September	3,675	11,573	11,595	2,696	49	25,913	226	5,053	31,192
October	3,534	10,730	11,606	1,743		24,079	282	5,193	29,554
November	3,403	10,206	12,107	518	81	22,912	228	6,484	29,624
December	3,205	5,742	12,064		1,107	18,913	207	6,555	25,775
1894—January	3,148	2,687	10,543	448	2,823	16,501	386	5,964	22,851
February	3,731	2,107	8,197		4,453	15,757	355	5,636	21,748
March	3,013	3,050	13,108		1,635	17,793	228	5,773	23,794
April	2,611	1,946	11,289		478	13,713	22	5,756	19,491
May	3,043	2,766	12,237	2,274		17,296	54	6,594	23,944
June	3,335	10,628	11,714	242		22,584	98	7,533	30,215
Totals	40,168	85,254	137,162	12,234	10,658	246,327	2,517	71,376	320 320

*Deduct piloting in making these averages.

ISLAND RAILWAY.

DEPARTMENT.

of Locomotives for year ended 30th June, 1894.

Total Mileage.		*Average of Cars per Mile run with train.	Average Mileage.		Consumption.				Consumption per 100 miles run by Engines.			
Cars.	Snow Ploughs.		Miles to one hour in Steam.	Of cars to one of Engine.	Bushels of Coal.	Pints of Oil.	Pounds of Tallow.	Pounds of Waste.	Bushels of Coal.	Pints of Oil.	Pounds of Tallow.	Pounds of Waste.
139,006		5·60	8·38	4·57	10,913	2,676	256	522	35·93	8·81	·84	1·71
144,000		5·53	8·25	4·53	10,790	3,124	257	695	33·97	9·83	·80	1·87
152,587		5·89	8·48	4·89	11,870	2,636	236	552	38·05	8·45	·75	1·76
129,002		5·35	8·36	4·37	11,359	2,374	274	550	38·43	8·03	·93	1·86
132,952		5·82	8·70	4·49	12,512	2,280	440	608	42·23	7·69	1·48	2·05
92,733	3,543	5·20	8·04	3·59	11,289	1,568	310	514	43·79	6·08	1·20	1·99
69,314	6,503	5·06	7·25	3·03	12,067	1,785	199	401	52·80	7·81	·87	1·75
55,585	9,217	4·91	5·82	2·55	11,408	1,568	190	367	52·45	7·21	·87	1·69
89,843	2,450	5·56	7·89	3·77	9,491	2,064	247	447	39·88	8·67	1·03	1·87
80,170	579	6·05	7·46	4·11	7,411	1,035	121	337	38·02	5·31	·62	1·73
123,024		7·11	7·86	5·13	9,735	1,516	296	447	40·65	6·33	1·23	1·86
122,209		5·41	9·06	4·04	10,199	2,592	433	621	33·75	8·57	1·43	2·05
1,330,425	22,292	5·60	7·97	4·15	129,044	25,218	3,259	6,061	40·28	7·87	1·01	1·89

J. J. CHAPPELL,
Mechanical Accountant.

C.—PRINCE EDWARD ISLAND RAILWAY.

Mechanical Department.

Monthly Statement of Car Mileage for year ended 30th June, 1894.

Months.	First Class.	Second Class and Baggage.	Postal and Smoking.	Box and Stock.	Platform.	Total.
1893—July	29,697	20,120	29,332	38,455	21,402	139,006
August	25,087	23,278	27,014	33,139	35,482	144,000
September	28,177	22,136	28,141	37,553	36,580	152,587
October	22,792	21,020	26,542	40,125	18,523	129,002
November	20,830	20,001	25,478	55,064	11,579	132,952
December	17,402	14,480	19,347	36,173	5,331	92,733
1894—January	12,928	12,000	11,722	22,902	9,762	69,314
February	9,649	9,249	10,160	18,657	7,870	55,585
March	14,427	11,688	14,512	30,005	19,211	89,843
April	14,358	11,544	11,775	32,278	10,215	80,170
May	14,104	14,169	21,147	52,175	21,429	123,024
June	22,564	17,488	23,229	42,156	16,772	122,209
Totals	232,015	197,173	248,399	438,682	214,156	1,330,425
Less—Ballasting			12,628	3,720	76,994	93,342
Balance	232,015	197,173	235,771	434,962	137,162	1,237,083

J. J. CHAPPELL,
Mechanical Accountant.

D.—PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL DEPARTMENT.

STATEMENT showing the number of Locomotives and the various classes of Cars and Snow-ploughs on hand, 30th June, 1894.

Particulars.	Locomotives.	Classification of Cars.								Snow-ploughs.	Flangers.	Total.
		1st Class.	2nd Class.	Postal and Smoking.	Box and Stock.	Platform.	Vans.	Pay Car.	Total.			
On hand, 30th June, 1893, serviceable..	21	17	15	3	175	122	3	1	336	8	7	15
do do condemned..			1			3			4			
Total stock 30th June 1893	21	17	16	3	175	125	3	1	340	8	7	15
Condemned on hand, 1st July, 1893....			1			3			4			
do during the year.....	1					4			4		2	2
	1		1			7			8		2	2
LESS—Rebuilt.....			1			4			5			
						3			3			
ADD—Serviceable and repairing.	20	17	16	3	175	122	3	1	337	8	5	13
Total on record, 30th June, 1894....	20	17	16	3	175	125	3	1	340	8	5	13

J. J. CHAPPELL,
Mechanical Accountant.

E.—PRINCE EDWARD ISLAND RAILWAY.

Mechanical Department.

Comparative Statement of the Expenses of the Mechanical Department for the Year ended 30th June, 1894.

——	1894.	1893.
The miles run by trains were	234,093	230,207
do engines were	306,853	290,011
do cars were	1,237,083	1,236,769
do snow-ploughs were	22,292	9,540
	$ cts.	$ cts.
The cost of locomotive power was	57,457 74	59,195 34
do repairs to cars was	16,202 52	17,682 74
do labour, oil, and waste for packing was	420 94	877 32
do repairs to passenger cars was	8,689 62	8,941 16
do do postal and smoking cars was	1,149 75	1,544 77
do do freight cars and vans was	6,363 15	7,196 81
	$ cts.	$ cts.
The cost of locomotive power per 100 miles run by trains was	24 54	25 71
do do do engines was	18 72	20 41
do do do cars was	4 64	4 78
	$ cts.	$ cts.
The cost of repairs to cars per 100 miles run by trains was	6 92	7 68
do do do engines was	5 28	6 09
do do do cars was	1 31	1 43
	$ cts.	$ cts.
The cost of labour, oil and waste for packing per 100 miles run by trains was	0 18	0 38
do do do do engines was	0 13	0 30
do do do do cars was	0 03	0 07
	$ cts.	$ cts.
Repairs to passenger cars per 100 miles run by trains were	3 71	3 88
do postal and smoking cars were	0 49	0 67
do freight cars and vans were	2 71	3 12

J. J. CHAPPELL,
Mechanical Accountant.

PRINCE EDWARD ISLAND RAILWAY.

RETURN of Accidents and Casualties which have occurred in Canada on the line of the Prince Edward Island Railway, during the Year ended 30th June, 1894.

Date.	Time of Day.	No. of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.	Place of Accident.	Name of Person injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict of Coroner's Jury.
1893.												
Aug. 2	12.50 p.m.		Shunting..		H. Sutherland.	3	Souris yard.....	Jas. McKenna	Employee .	While coupling	Thumb injured.....	
Sept. 4	6.00 p.m.				P. Lappin..	9	Charlottetown round house.	P. Lappin	do ..	Fell while alighting from engine.	Leg broken.....	
do 25	4.45 p.m.	Sp'l	Working .	J. Munroe....	D. Pound...	4	Alberton ballast pit.	D. Koughan..	do ..	While coupling	Thumb crushed.....	
Dec. 19	11.00 a.m.					..	Summerside	J. H. Burns..	do ..	While working in yard.	Side injured.... ..	
1894.												
Feb. 14	12.50 a.m.					12	Cape Traverse..	F. Gillis ...	do ..	Fell while stepping on engine.	Knee injured.	
do 28	5.00 p.m.					..	Charlottetown...	E. Praught ...	do ..	Fell while removing draw-bar from snow plough.	Ribs fractured.....	
April 16	5.45 a.m.	.. .	Shunting..		A. J. McLaine.	11	Souris yard.....	B. Cox	do ..	While shunting.....	Ankle injured	

APPENDIX No. 6.

SAULT STE. MARIE CANAL.

ST. CATHARINES, 12th September, 1894.

SIR,—I have the honour to report upon the work of construction of the Sault Ste. Marie Canal, during the fiscal year ended 30th June, 1894.

The work was divided into three sections, No. 1 commencing at the navigable channel of St. Mary's River, below the rapids, and extending up stream to the foot of St. Mary's Island, a distance of 5,300 feet.

The contract for this section was awarded to Messrs. Hugh Ryan & Co., 30th January, 1889, and comprised the formation of the lower entrance channel, with a bottom width of 250 feet, and a depth of 18½ feet of water below the lowest recorded water surface in the St. Mary's River at the foot of the rapids, the formation of entrance piers, and the construction of a beacon.

The contract was to be completed 20th May, 1891, except 150 lineal feet at the upper end of the section required as a dam, which was to be completed 10th April, 1892.

At the end of the fiscal year, the excavation, with the exception of the dam just mentioned, and some high points and cleaning up generally, was completed; also the pier work as far as practicable without interfering with the dam.

The beacon had been dispensed with and its equivalent in cost expended in adding 390 feet in length to the east end of the north pier.

The quantities returned to 30th June, 1894, are as under:—

Excavation, dredging and deepening channel	cub. yds.	170,199
Timber in sides and ends of cribs	lineal ft.	91,530
Timber for ties, stringers and bottoms	"	93,768
Binding pieces	"	6,258
Blocks under heads of ties	each.	4,586
Wrought iron in bolts	lbs.	60,465
Pine in superstructure	cub. ft.	14,311
Ties in "	lineal ft.	22,065
Blocks in "	each.	1,541
Stringers for top covering	lineal ft.	3,900
Three-inch pine planking	M ft. B.M.	54,222
Cap pieces	lineal ft.	2,442
Mooring posts	each.	16
Stone filling	cub. yds.	23,939
Pressed spike for top covering	lbs.	2,361

The second section extends from the foot to the head of St. Mary's Island, a distance of 3,500 feet, and embraces the excavation of the prism of the canal and lock pit, the lock, the guard gate, side walls, a railway swing bridge, towing paths, &c.

A contract for the excavation, the masonry of the lock and guard gate, side walls and puddle trenches was awarded to Messrs. Hugh Ryan & Co., 20th November, 1888, the work to be completed 10th May, 1892.

In consideration of changes made in the design of the lock, the time for the completion of the contract was extended to 10th May, 1893, and the additional work of constructing the supply and discharge culverts in the bottom of the lock having been undertaken by Messrs. Hugh Ryan & Co., the time for the completion of the contract was further extended to 31st December, 1894.

The work of deepening the prism of the canal above the lock up to station 88, or the west end of section No. 2, was also undertaken by Messrs. Hugh Ryan & Co., the increased depth giving 22 feet of water at the lowest recorded water surface above the rapids, instead of 18 feet as originally intended.

Messrs. Hugh Ryan & Co. also undertook the construction of the masonry piers and abutments for the railway swing bridge, to replace the railway trestle crossing the line of the canal.

At the date of 30th June the masonry of the lock, also the supply and discharge culverts were about completed, the excavation of the prism was near completion, and the side walls were not far from half built; the masonry of the railway swing bridge was completed.

The following quantities represent the work returned to 30th June, 1894, under Messrs. Hugh Ryan & Cos' contract No. 9,594.

Chopping, clearing, and grubbing	acres	30
Earth excavation in side trenches	cubic yards.	2,507
Rock do do	do	74
Earth excavation in prism of canal	do	209,394
Rock do do	do	126,790
Additional rock excavation lowering prism	do	12,359
do do	do	31,231
Quarry waste	do	38,074
Earth excavation in lock pit	do	39,249
Additional excavation in lock pit	do	3,230
do do	do	425
Filling in behind lock walls	do	29,889
Rock excavation in lock pit	do	80,586
Additional excavation from sides	do	9,187
do bottom sides	do	14,622
do in culvert pits	do	13,343
do lengthening lock pit	do	24,270
do do culvert pits.	do	8,924
Concrete of Portland cement	do	6,426
Additional do	do	11,078
Pine timber platforms for mitre sills	cubic feet.	4,852
Timber in culverts under mitre sill platform	do	121,513
Drilling holes in rock for anchor bolts	lineal feet.	4,070
Horizontal bolts in platforms	do	654
Plank in culvert flooring	M. ft. B. M.	333,742
Wrought iron in mitre sills	lbs.	1,568
do bolts in culverts	lbs.	417,820
Pressed spike in culverts	lbs.	84,133
Masonry in lock walls (600′ lock)	cubic yards.	44,107
do (650′ do)	do	5,581
do (900′ do)	do	18,155
Excavation for movable dam	do	644
do do	do	482
Stone revetment wall of prism	do	608
Timber do do	do	36,809
Floor under do	do	95
Excavation for railway swing bridge	do	951
Masonry of do do	do	2,483

Section No. 2 further embraces the contract for the steel-power tube, 6′ 8″ inside diameter, to convey water from the upper reach, to the turbines in the power-house, at the lower end of the lock, also the necessary valves, and discharge pipes from the turbines and pumps.

This contract was awarded to Messrs. Hugh Ryan & Co., 19th December, 1893, and at date of 30th June, the tubes were in place with the exception of some closures.

The contract for the eight valves for the supply and discharge culverts was awarded to Messrs. Hugh Ryan & Co., 8th February, 1894, to whom also was awarded 19th December, 1893, the contract for the five pairs of lock gates.

The former of these contracts was executed by the Bertram Engine Works Co., of Toronto, and the St. Lawrence Foundry Co., and the latter by Mr. Roger Miller, whose reputation as a lock-gate builder was well sustained in the construction of the Sault Ste. Marie Canal lock gates.

Both of the above contracts were nearing completion at date of 30th June.

The contract for the two pumps for unwatering the lock was awarded to the Messrs. Beatty, of Welland, 26th January, 1894, and the work has been completed satisfactorily.

The contract for the two 45-inch new American water-wheels, to furnish power for pumping, and for the electric plant for operating the lock gates and valves, was awarded to the Messrs. Kennedy, of Owen Sound, 13th April, 1894, and progressed as rapidly as circumstances would permit, being well advanced at date of 30th June, and since completed.

The contract for the electric light and power plant for the Sault Ste. Marie Canal was awarded to the Canadian General Electric Co., Limited, 9th May, 1894, and was to have been completed 1st July, 1894, but circumstances beyond their control prevented the progress that was desired, and at date of 30th June the work was but half done.

The contract for the swing bridge to carry the line of the "Soo" branch of the Canadian Pacific Railway over the Sault Ste. Marie Canal, was awarded to the Hamilton Bridge Co., Limited, 10th October, 1893, and the work was practically completed 30th June.

No. 3 section extends from the head of St. Mary's Island, 9,300 feet, to the navigable channel of the river, above the rapids, the excavation after leaving the island being through detached shoals of boulders, and gravel, with bed rock reached in some places.

The contract was awarded to Messrs. Allan & Fleming, 26th March, 1889, and in addition to dredging a channel 250 feet wide at bottom, and to a depth of 18 feet at the lowest recorded stage of the river above the rapids, comprised the construction of a beacon and entrance piers.

Under the provisions of the contract, the work, with the exception of 150 feet at the extreme lower end of the section, reserved as a dam, was to be completed 20th May, 1891, and the dam removed and piers finished 10th April, 1892.

At date of 30th June, the work remaining to be done was the cleaning up of the bottom, the construction of a 400 feet extension of the original south pier, the removal of the dam and the completion of the gaps in the piers adjoining the dam.

The quantities returned to 30th June, are as follows:—

Excavation, dredging and deepening channel	cubic yards.	252,588
Timber for sides and ends of cribs	lineal ft.	38,313
Timber for ties, stringers and bottoms	do	36,862
Binding pieces	do	3,574
Blocks under heads of ties	each.	1,968
Wrought iron in bolts	lbs.	26,254
Pine in superstructure	cubic ft.	9,755
Pine in ties	lineal ft.	12,448
Blocks under heads of ties	each.	1,012
Stringers for top covering		2,575
Three-inch pine plank for top covering of piers	ft. B.M.	29,950
Cap pieces	lineal ft.	609
Mooring posts	each.	5
Stone filling	cubic yds.	10,025
Pressed spike	lbs.	758
Rock elm in sides of beacon	cubic ft.	6,959
Cross-ties in beacon	lineal ft.	10,835
Blocks under heads of ties	each.	426

Pine plank in binders	lineal ft.	448
Elm do do	do	192
Stone filling	cubic yds.	2,055
Sheeting 5 inches thick	ft. B.M.	16,972
Top covering 3-inch pine plank	do	3,885
Hip joists and girts	do	2,914
Iron in bolts	lbs.	15,170
Iron in screw bolts in bottom, &c	do	885
Iron in straps	do	5,984
Pressed spike	do	269

I have the honour to be, sir,
Your obedient servant,

W. G. THOMPSON, M. Inst. C.E.,
Superintending Engineer.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Deputy Minister and Chief Engineer Railways and Canals,
Ottawa.

SOULANGES CANAL.

ENGINEER'S OFFICE,
COTEAU LANDING, P.Q., 18th August, 1894.

SIR,—I have the honour to report as follows :—

The total value of the work let on this canal is, at contract rates, about $3,500,000. The subjoined list gives the names of the contractors, and the dates of the various contracts.

Sections Nos. 1 and 2	—Archibald Stewart	24th Sept.,	1892
do 3	—J. & M. O'Leary	27th March,	1893
do 4, 5, 6 & 7	—George Goodwin	9th May,	1893
do 8	—Charles H. Raynor	29th Dec.,	1892
do 9	—Randolph Macdonald	30th Jan.,	1893
do 10	—Rogers & Taylor	24th Dec.,	1892
do 11	—George Goodwin & Thos. Feeney	11th May,	1892
do 12	—Denis O'Brien & Son	8th April,	1892
Reletting Sec. No. 12	—George Goodwin	9th May,	1893
Section No. 13	—Randolph Macdonald	24th Sept.,	1892

The above contracts do not include the cost of cement, superstructure of bridges, the lock gates and their machinery, or the power-house and electrical apparatus for operating the canal.

For a description of the line under construction, reference is made to my reports dated 5th November, 1892, and 4th October, 1893.

The present condition of the works may be briefly described as follows :

SECTIONS NOS. 1 AND 2.

Work on these sections was begun in 1892. About 150,000 cubic yards of earth and rock have been excavated and placed principally in the north bank of the canal, and the clay dam at the entrance. Part of this material has been dumped from a trestle erected on the site of the bank of the large reservoir behind lock No. 2. About 5,000 cubic yards of cut stone, and 15,000 cubic yards of backing in the rough are at a quarry near Rockland, Ont., but none of this has been delivered on the ground. 300 feet in length of the crib-work forming the base of the north entrance pier is built, and a part

of the south pier begun. The channel from the foot of lock No. 1 to deep water in the Ottawa River is to grade, and the excavation for the foundations of this lock is in progress. The reach between locks Nos. 1 and 2 is almost finished, and also the foundation for lock No. 2, which crosses the line of the old military canal of 1817. There are between 90 and 100,000 cubic yards of masonry in the four locks, regulating weirs, retaining walls, &c., of these sections, but none of this has been laid to the 30th June, 1894.

As previously stated, the date of opening the canal will almost entirely depend upon the progress made with this contract, as the other portions of the line can be finished in less time than it will now take to complete sections Nos. 1 and 2.

Section No. 3.

About one-half of the excavation of this section has been done, and a considerable quantity of stone delivered and broken for concrete, protection lining, &c. The whole work will probably be finished next year.

Sections Nos. 4, 5, 6 and 7.

These sections were grouped into one contract (5½ miles in length) mainly for the purpose of securing the hauling forward of the surplus material from the western end to sections 5 and 4, so as to widen the banks uniformly throughout. There are nearly 2,000,000 of yards of excavation all in clay. At the lower end of section No. 4 there is a lift-lock, guard gates, regulating weir, &c., &c. No stone has been delivered for this masonry and concrete, nor have any preparations, that I am aware of, been made to proceed with this part of the work, of which the quantity is about 40,000 cubic yards. The work done hitherto has been confined to the removal of the brown clay overlying the blue material. This has been deposited in the banks on each side by wheeled scrapers and without reference to the ultimate haul. About 600,000 cubic yards were moved up to the 30th June, 1894.

Section No. 8.

Work on this section proceeds steadily and satisfactorily. Nearly one-half of the excavation is done, principally with a steam shovel of excellent type. The culvert pit at River à la Graisse is in progress, and a large number of piles are delivered for the foundations, together with stone for masonry, concrete, &c. All the cast-iron tubes are on the ground. The culvert will be finished this fall, and the whole of the work can be completed next year.

Section No. 9.

An important change has been made in the mode of carrying on the work of this section. The blue clay previously taken out with a steam shovel is now removed by a dredge. This dredge was built on the spot and the partly formed trench for the canal filled with surface water to receive her. She is now afloat and at work. The soft material is easily handled and filled into cars which are run out by a small locomotive to the steep bank of the St. Lawrence at Pointe au Diable, and there dumped into the river. This is an excellent and economical plan for disposing of the blue clay on section 9 where there is scarcely any embankment, the whole of this material being thrown to spoil. About one third of the excavation has been done to date. It will take two years more to finish at the present rate of progress.

Section No. 10.

On this section the River Rouge will be passed under the canal by a double line of 10-foot tubes. The stream makes a sharp bend here, but the culvert and diversion channel are located on a short straight line forming the chord of this arc. On this plan

the culvert will have an excellent foundation of boulders throughout, whereas at the point of crossing of the stream (about 500 feet to the east) there is a depth of 25 feet of soft clay below the grade line of canal bottom. All the tubes are on the ground ; also the stone, sand, &c., necessary, so that the structure should be completed this fall. About one-half of the excavation of the section is done.

SECTION No. 11.

The River Delisle crosses the canal line on Section 11. The culvert will be formed of four lines of 10 feet cast-iron tubes inclosed in concrete and laid in a trench 50 feet wide, excavated in the solid rock. The approximate discharge of this stream during the heaviest spring freshets is 300,000 cubic feet per minute. About two-thirds of the tubes are delivered, and the structure may be finished this year. The other work of this section consists mainly of rock and clay excavation. About one-half of the rock is taken out and one-quarter of the earth. The progress here has been very slow and unsatisfactory. The work was originally let to George Goodwin, by whom it was transferred to Thomas Feeney.

SECTION No. 12.

Nothing has been done on this section since it was abandoned by George Goodwin last fall. There are about 100,000 cubic yards of rock excavation, which should be no longer delayed.

SECTION No. 13.

Six of the entrance cribs at Lake St. Francis are in position and others are in progress. The channel outside the shore line is nearly all out to bottom and the shoal to the west is being rapidly dredged. The masonry of the bridge to carry the Canada Atlantic Railway over the guard gates and supply race is in progress, and it is expected that the track now temporarily diverted over a trestle work will resume its permanent line this fall. The excavation of the eastern end of this section is in very hard material and proceeds slowly. There are two steam shovels at work, with attendant locomotives, cars, &c. The material is dumped along the margin of the St. Lawrence in front of Giroux's farm. It will take at least two full seasons more to complete this section at the present rate of progress.

Out of a total of about six and a quarter million yards of earth, two and a quarter millions were moved to the 30th June, 1894. Of the rock 46,050 cubic yards were excavated, or say 20 per cent of the whole in round numbers. These two items represent 92 per cent of the total value of the work done, which amounts to $621,041.37. Materials delivered, $205,064. Total work and materials, $826,125.37. The masonry and concrete, of which there are about 200,000 cubic yards, were practically untouched at the close of the fiscal year. The distribution of the earthwork done is as follows :—

	C. yds.	Value at contract rates.
Sections Nos. 1 and 2, earth and rock, to 30th June, 1894	152,100	
Section No. 3, earth	301,200	
do 4, 5, 6, and 7, earth	584,000	
do 8, earth	236,700	
do 9 do	177,000	$537,404
do 10 do	226,000	
do 11 do and rock	140,800	
do 12 do	152,987	
do 13 do	287,500	
	2,258,287	

Say two and a quarter millions.

It will thus be seen that the work done and materials delivered to the 30th June, 1894, represent about 23½ per cent of $3,500,000, which is the approximate total cost of the work let, at contract rates.

A summary of the progress estimates of each section to 30th June, 1894, is as follows:—

	Work done.	Materials delivered or prepared.	Total.
Nos. 1 and 2, Archibald Stewart..	$ 58,823 95	$82,915 00	$141,738 95
do 3, J. & M. O'Leary.....	55,002 00	20,605 00	75,607 00
do 4, 5, 6, and 7, George Goodwin.	152,640 00		152,640 00
do 8, Charles H. Raynor.....	58,767 00	18,202 00	76,969 00
do 9, Randolph Macdonald.....	34,277 00	1,100 00	35,377 00
do 10, Rogers & Taylor.....	57,864 00	36,682 50	94,546 50
do 11, Thomas Feeney.....	77,715 00	18,731 00	96,446 00
do 12, Denis O'Brien & Son.....	26,572 65	238 50	26,811 15
do 12, George Goodwin.....	11,400 37		11,400 37
do 13, Randolph Macdonald.....	87,979 40	26,590 00	114,569 40
	$621,041 37	$205,064 00	$826,105 37

It will be observed that the furnishing of cement is not included in the contracts above enumerated. With a view of establishing a reliable system of tests here, a suitable plant was purchased in 1891-92, and since that time about forty different brands of cement have been carefully tested and the results tabulated. About 20,000 briquettes have been made almost entirely with a Faija mixer, and great caution has been exercised in conducting the experiments. Based upon the information thus obtained, specifications have been prepared and a small contract (2,000 barrels) was let in May last. This has been attended with satisfactory results. A quantity of the cement at first supplied was promptly rejected on being found defective, and immediately replaced by an article of excellent quality which is now being used in the masonry. This system will be continued, as its effect in securing solid work is obvious. Without sound cement it is impossible to build a good hydraulic wall, and the quality of the cement can only be known by the frequent application of fair and impartial tests. This question is of paramount importance in canal construction.

No further experiments have yet been made with reference to my plan of operating the gates by electricity, which was tried at lock No. 4 of the Beauharnois Canal. As previously stated, the results there proved the feasibility and economy of the system; and the masonry of the locks of this canal has been adapted to the reception of the steel beams and working apparatus. It is further intended to operate both the gates and filling or emptying sluices from one point on whichever side of the lock may be found suitable. Abundant power to do this and turn all the bridges on the canal can be obtained at the site selected for a power-house at the crossing of River à la Graisse, midway of the summit level. Here the canal is only a few hundred feet from the St. Lawrence, whilst its surface is twenty feet over that of the river. It is obvious that a very large power can be had at this point without detriment to the navigation. The building may also be arranged as a repair shop for gates, &c., and made to cover in a discharging weir or culverts of large dimensions, through which the long level can be rapidly lowered without running such a heavy volume through the Cascades locks. Further investigation may show the advisability of adopting a system of cable towing by which vessels can be taken through the first four locks at the east end of the canal without using their own steam. This would facilitate rapid passage, and probably save damage to the structures arising from the frequent starting and stopping of large and heavily laden craft.

There is only one railway bridge over the canal. This is on section 13 as previously stated. The superstructure for this is under contract with the Dominion Bridge Company at Lachine, P.Q., but its completion has been delayed by strikes and other unavoidable circumstances. It will, however, be completed before the end of the season. There are two road bridges over locks. One is at the guard gates on section 13, and the other over the upper wings of lock No. 4, section No. 2. There are also five road bridges across the canal. These are designed to swing over an opening of one hundred feet clear which is the distance between the toes of the slopes of the full prism. In this way the canal will be quite unobstructed for its entire bottom width, and vessels need not slacken speed when passing the bridges. This plan is more economical than that of placing a centre pier in the middle of the channel and dividing it into two narrow openings. In fact, the cost of the bridges will be reduced fully one-third when compared with those of the Welland Canal, whilst no impediment will be offered to rapid navigation. It is expected that the summit level (10½ miles) will be passed in about an hour and a half without damage to the canal by washing the banks. The protection lining will be made to cover a considerable height of the side slopes, and as it will be formed of small stones, the effect of the wave created by fast going vessels will be minimized.

It will be seen from the foregoing brief report that the work done so far has been principally earth excavation. That taken out is generally the brown clay forming the top layer which is obviously the easiest handled, being all scraper work. The underlying blue clay and hard material at the west end must be taken out by steam shovels or dredges.

It may be said in conclusion that the works as a whole must progress much faster than heretofore to ensure the completion of this canal within a reasonable period.

I am, sir, your obedient servant,

THOMAS MONRO, M. Inst. C.E.,
Engineer Soulanges Canal.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Chief Engineer, Railways and Canals,
Ottawa.

DEPARTMENT OF RAILWAYS AND CANALS.

MONTREAL AND OTTAWA DIVISION OF THE GOVERNMENT CANALS.

SUPERINTENDENT ENGINEER'S OFFICE,
MONTREAL, 8th October, 1894.

SIR,—I have the honour to submit herewith my report on the works under my charge for the fiscal year ended 30th June, 1894.

These works are the Lachine and Beauharnois Canals on the St. Lawrence, the Ste. Anne, Carillon and Grenville, and Culbute Canals on the Ottawa, and the Chambly and St. Ours Canals on the Richelieu River.

Each of these will be dealt with in the above order.

LACHINE CANAL.

ORDINARY REPAIRS.

As usual the canal was emptied in the beginning of April, and all the structures under water overhauled and the prism cleaned.

In the fall of 1893, tenders were invited for the painting of all the bridges, buildings, waste weirs and fences along the canal, and the contract awarded to Messrs. Lefebvre & Co. at $800.

This work was commenced in November and completed in May last.

Mill Street was scraped and macadamized in October, 1893, and kept in good repair all the year round.

The paving of Common Street by the city necessitated the removal of the old ramps along the wharf above lock No. 2, and their replacing by new ones.

The tow-paths, some 14 miles long, and the foot-paths within the city were also attended to.

The tow-path on the north side of the canal requires macadamizing. This is intended to be done shortly.

In January last, the culvert at Côte St. Paul, which had become nearly choked with clay and rubbish, underwent a thorough cleaning, which necessitated the use of a steam pump for a fortnight.

Twenty-one piers in the upper entrance were rebuilt from the water's edge to the top.

The electric station was also gone over, and put in as good order as possible. This building is very small for the quantity of machinery it contains, and cannot therefore be kept in a very satisfactory state. The new generator for the Wellington bridge which was set up in June, has taxed it to its utmost capacity, and it is to be hoped that, as soon as the government takes possession of the buildings in connection with Tate's dry dock, the electric station will be transferred to the stone mill across Forfar Street.

A drain composed of a double row of pipes, 18 inches in diameter, on a length of 625 feet, and a single pipe 15 inches in diameter, for a length of 1,140 feet, was built on the south side of the canal above Côte St. Paul bridge, for the purpose of carrying surface water to River St. Pierre, through the culvert under the canal at this point. The work was awarded under contract to P. Jackson, Esq., and completed in the spring.

Another line of 12-inch pipe, 370 feet long, was laid on government property, immediately below the Côte St. Paul culvert, for the purpose of taking off canal leakage, and a third one on Mr. Evans's land, together with an open ditch 660 feet long along the front of the last mentioned property. These works were under the charge of Mr. L. G. Papineau.

Income.

One pair of spare gates for locks Nos. 1 and 2 was built during the year.

The guide pier above Côte St. Paul lock was taken down and rebuilt during March and April, 1894. This pier is 228 feet long, 16 feet wide, and 17 feet high.

The openings through it for the passage of the canal water to the head race leading to the mills at the lock, have been so disposed as to regulate the flow and obliterate the suction caused by the former ones, thus making the entrance to the lock much easier for boats and the feeding of the mills more satisfactory.

Capital.

Lachine Drainage System.

This work has been undertaken in 1891, by Messrs. Heney, Borthwick and Léger, and is nearing completion. It consists of a covered brick sewer 6,420 feet in length, and an open ditch, extending from the outlet of the above to Côte St. Paul, where it opens into River St. Pierre, a distance of 17,860 feet.

The lower course of River St. Pierre from the canal to the St. Lawrence has not yet been touched. This portion will have to be deepened from 2 to 3 feet in order to ensure the efficiency of the works above.

Dredging.

Cross sections in connection with the deepening of the Lachine Canal to 20 feet from lock No. 2 to St. Gabriel were commenced early in July, 1893, and the dredging operations inaugurated on the 28th August following, with dredge No. 2. Dredge No. 1, which was then busy at Valleyfied, was brought back and set to work in the course of October.

The quantity of material excavated from the beginning to the 18th November, and then from the 1st of May to the 1st of July, amounted to about 28,000 cubic yards.

During the winter four large scows and some forty dumping boxes were built, the timber, lumber and iron used being taken from the stock left over from the new Wellington Street bridges, the appropriation for which being duly credited therefor.

BEAUHARNOIS CANAL.

Ordinary Repairs.

The structures on this canal are in a very much dilapidated condition, and in view of the completion of the Soulanges Canal in a few years, only such repairs are now done as are absolutely necessary for the safety of navigation.

On the 9th November, 1893, the lower gates of lock No. 9 were carried away, owing to a log being caught between them, and traffic had to be suspended for 34 hours for repairs.

On the 13th of May last, the steamer "Ocean" while entering lock No. 12 on her way down broke through the lower gates. These were thrown down, as well as the south leaf of the upper pair. Repairs were commenced without delay and the canal reopened for traffic 28 hours later. The broken gates have since been rebuilt and placed in position, the spare gates used in the meantime being old and not very safe.

For details of the work done in connection with the ordinary repairs here, I beg to refer you to the superintendent's report herewith attached.

Income.

The amount of $2,000 granted to provide a small electric plant for operating lock gates was used as intended. The machinery supplied by the Canadian General Electric Co. was experimented with at lock No. 4, which is close to the canal electric station, and the trial conducted under the supervision of Mr. Thomas Munro, engineer in charge of the Soulanges Canal, proved very satisfactory.

Drain at Valleyfield.

On the 2nd October, 1893, a contract was entered into with Messrs. A. Chagnon & Co., for the construction of a tile pipe drain for taking off surface water at Valleyfield. Work was commenced at once and pushed vigorously until the beginning of December, when it was stopped for the winter. It was resumed in April following, and carried on desultorily until the 23rd May. During that mouth the contractors were notified that unless they took steps within the following six days to make better progress with the construction of the works, their contract would be cancelled.

They failed to meet the requirements and removed their men on the 26th of that month.

Up to the 1st July last nothing had been done to complete the drain, about half of which had then been built.

This work was under the charge of Mr. L. S. Pariseau, whose report will be found further on.

STE. ANNE LOCK.

Ordinary Repairs.

There is nothing special to note in connection with repairs here. The new lock, piers, wharfs, &c., received the usual amount of attention and were kept in a fair state of efficiency. Considerable work was done on the long wing-pier above the old lock, where four rows of timber were renewed for a length of 300 feet, and the sheeting taken up and replaced. This pier will now have to be planked over and an amount has been inserted in the estimates for 1894-95 to that effect.

INCOME.

The south pier in the south channel has been renewed from the top to the level of the water, a set of stop-logs for the new lock, with iron truss bars, has been prepared and a shed erected on the canal bank to store them.

CARILLON AND GRENVILLE CANALS.

REPAIRS.

These canals are now under the superintendency of Mr. G. H. Simpson, who was appointed in October, 1893.

Navigation was carried on without interruption here during the year, although it is somewhat impeded by the crookedness and narrowness of a couple of reaches where the width in the bottom does not exceed twenty feet, and is gradually getting smaller on account of the unprotected slopes being washed down. They will have to be widened at an early date.

The booms which had been carried over the dam in May, 1893, have been thoroughly repaired and were put in position at the head of the Carillon Canal on the 26th April last.

The portion of the dry walls left unfinished at lock No. 6 in the spring of 1893, were completed during the present year, and the approaches to this lock have thus been considerably improved.

The south side of the upper approach will, however, soon require to be overhauled. A new guard-house has been erected at lock No. 6, and the old one, which was no longer habitable, turned into a store-house for materials and tools.

INCOME.

Carillon Dam Repairs.

This work was completed about the end of March last, and is now in a satisfactory condition.

The portion of the structure south of the slide, 373 feet long, has been treated in the same manner as the main dam, the southern slide pier renewed on a length of about 350 feet from the top to the level of low water, and a cross pier 73 feet long, 23 feet at the base, and 20 feet high, built between the southern slide pier and the outer pier on the Point Fortune side.

The completing of these repairs ensures a permanent level in the Carillon Canal, all leaks having been effectually stopped, and a sufficient quantity of stone put into the body of the dam and above it to prevent any more breaks.

A quantity of tools and materials left over after the completion of the work is now stored at Carillon and will be used in connection with the canal when required. A statement of the operations from October, 1891, to 16th March, 1894, was handed you with my letter of the 7th June last.

CARILLON CANAL.

The mooring pier at the head of lock No. 2 was repaired as intended, the face timber renewed for a length of 150 feet, the pier proper re-filled where necessary and new flooring put in.

GRENVILLE CANAL.

Two bulkheads were built at locks Nos. 5 and 6. They are provided with a sluice valve in the bottom to regulate the level in sections Nos. 1 and 2, and are also used as surface weirs.

CULBUTE CANAL.

Repairs.

No repairs of any consequence were done here during the year. The two combined wooden locks are still in a fair state of efficiency for the very light traffic going through, but the gates are getting harder to work.

Nothing was done towards the removing of the dams at Rocher Fendu and Grand Calumet Falls, authorized by Order in Council of the 24th October, 1889.

Income.

As stated in my last report, Mr. H. G. Stanton was engaged during the early part of the year surveying lands on the upper Ottawa, which are alleged to have been flooded by the Grand Calumet and Rocher Fendu dams. He returned to Ottawa in November, and then prepared a detailed report, with plans showing the areas drowned on all the lots examined. This report was forwarded to you on the 8th April last.

CHAMBLY CANAL.

Repairs.

Considerable repairs, the details of which will be found in the superintendent's report, have been executed on this canal during the past year. The most important were the rebuilding of over 1,200 cubic yards of revetment and retaining walls, the repairing of the riprap in the prisms, the renewing of 85 oak mooring posts, the completion of one pair of spare gates for lock No. 1, the strengthening of the walls at lock No. 3, and the repairing of the lower platform and sill of lock No. 9.

To do this latter work, it was necessary to pump the lock dry, a substantial cofferdam was therefore put in at the lower entrance and two pumps were used, one of which was operated by steam, the other by electric power furnished by the canal electric station. This work was done immediately after the close of navigation, *i.e.*, from the 1st to the 10th December, 1893.

From the lower recess down, the masonry of this lock is considerably dilapidated, and will have to be rebuilt at some future date. All the other locks on this canal have been lately repaired and are now in good condition.

Income.

An amount of $3,000 had been granted for the renewal of the seats of bridges Nos. 4 and 6. The old masonry was removed in April and replaced by crib-work, the work being completed for the opening of navigation.

Gravel on Towpath.—This gravel was supplied under contract by Messrs. Gervais Frères, and the speading of it on the road done by the repair staff. The whole of the towpath is now covered with a good coat of hard gravel and in a first rate condition.

Fence along Canal at St. Johns.—This fence composed of cedar posts, 273 in number, 10 feet apart, and two ($\frac{5}{16}$-in.) iron chains, was built in June last. It has considerably improved the appearance of the canal at that point, and removed a cause of accidents to people using the road there.

Encroachments on Canal property.

For years past the government property along the Chambly Canal has been encroached upon by various parties, and efforts have lately been made to remedy this state of things.

Searches have been made in the public and other offices for plans, maps and documents establishing the rights of the government, but were attended with little success. They are at present and will be continued as circumstances will permit.

ST. OURS LOCK.

The necessary repairs were done here to maintain the lock, dam and various structures in a good state of efficiency throughout the year. This lock which was thoroughly overhauled a few years ago is now in good condition, as well as the structures in connection with it.

GENERAL REMARKS.

Under instructions from you, I paid another visit to Moncton, N.B., in order to study the system used on the Intercolonial Railway for the purchase and distribution of stores as well as the method of book-keeping in use. I went down in February, and spent a couple of days with Mr. R. V. Cooke, the general storekeeper, who with the authorization of Mr. Pottinger, general manager, kindly gave me all the information I desired, and for which I now extend to him my most sincere thanks. The result of this visit, and of the combined efforts of the canal superintendents and myself, has been the adoption of a set of six books, which it is hoped, will meet all requirements in connection with the canal stores. One of these, viz., the day book, which has been devised by the Chambly Canal superintendent, will show at a glance the daily distribution of all materials, tools, implements, &c., on each canal. It is very easily kept, and will be a great help in regulating the expenditure on all the works.

Canal Stores and Book-keeping.

The new system of book-keeping has been inaugurated on the 1st July, 1894.

Orders have been issued to all superintendents to make a full inventory of the stock on the canals under their charge, the inventory to comprise also a detailed description of the canals and various structures and buildings in connection therewith. This is in progress at the time of writing.

Small Dredges.

In December, 1893, you instructed me to travel to Prince Edward Island, and examine some of the small dredging machines used by the farmers there for digging mussel-mud, which is used as a fertilizer, and find out whether these appliances could be utilized in connection with the canals under my charge.

I was at Charlottetown on the 14th, and with the kind help of the much regretted superintendent of the Prince Edward Island Railway, Mr. Jos. Unsworth, I was enabled to attain the object of my visit.

Sketches of the appliances were furnished by me to our machinist at Chambly, who has devised on the same lines, a combined self-propelling dredge and floating derrick, which would be exceedingly serviceable where a large dredge is not required or cannot be used.

A model will be submitted to you, and should you approve of it, the machine could well be built at our shops.

Inclosed herewith are the usual statistical statements of fines, damages and water levels.

I have the honour to be, sir,
Your obedient servant,
ERNEST MARCEAU,
Superintendent Engineer.

C. Schreiber, Esq., C.M.G.,
Chief Engineer of Railways and Canals,
Ottawa.

MONTREAL, 10th September, 1894.

SIR,—I have the honour to submit my report upon the works under my charge during the fiscal year 1893–94.

These embrace 1st: The deepening to nineteen feet of water of a section of the Lachine Canal. 2nd. The construction of a covered drain in Valleyfield. 3rd. The construction of flat scows, dumping boxes and the repairs and alterations to the dredging fleet under your control. 4th. The preliminary surveys and estimates of cost of different proposed works.

Deepening of a Section of the Lachine Canal.

This section is situated between locks Nos. 2 and 3. It has an area of 23·2 square acres, and the total quantity of material to be excavated by submarine work is 340,000 cubic yards.

Operations on this work were commenced in basin No. 2, opposite Jaque's sheds, on the 28th August, 1893, with dredge No. 2, steam derrick No. 2, tug "St. George" and six flat scows fitted with an insufficient number of dumping boxes. On the 17th October following, dredge No. 1 and two flat scows with small boxes were added to the above plant, and the dredging was continued until the 18th November of the same year, when it had to be stopped owing to the cold weather setting in. The work was resumed on the 1st May, 1894, and was still going on on the 30th June.

The statistics of the quantity of material dredged out during the year are as follows:—

	Cubic yards.
From the 28th August to the 17th October.....	6,340
do 17th October to the 18th November.....	6,295
do 1st May to the 30th June.....	15,340
Total.....	27,975

The whole of the material dredged out has been transported to Côte St. Paul, two miles away from the place of excavation, and deposited partly in a swamp on the south side of the canal and partly on the north embankment. The 15,340 cubic yards deposited at the latter place were taken away from the canal ground by the Corporation of St. Henri and Messrs. Clendenning & Son free of cost to the Government.

The total expenditure for the year on this work was $20,956.81 including the cost of constructing four scows and sixty dumping boxes which amounted to about $8,000.

Valleyfield Drain.

This work is situated along the northern boundary of the town of Valleyfield in Beauharnois County, P.Q. Its purpose is to carry off the surface water of a portion of the said town and of that part of the parish of Ste. Cecile known as "Belle Rive."

The specification for the construction of this drain was prepared by me during the month of August, and tenders for its execution were invited for the 11th September, 1893.

The contract, which was awarded to Messrs. A. Chagnon & Co., was signed by them on the 2nd October following.

The works on this drain were commenced by the contractors right after the signature of the contract and continued up to the 5th December, 1893. On the 4th April, 1894, they were resumed and carried on up to the 23rd May, when they were abandoned by the contractors.

The portion of this drain completed by Messrs. A. Chagnon & Co. is 1,475 feet long, for which the final estimate amounted to $5,546.15. From the 23rd of May to the 30th June, 1894, nothing has been done on this work, and the length of drain remaining to be done is 2,225 feet.

Scows, Dumping boxes, Repairs to Vessels.

During the winter months sixty dumping boxes and four flat scows were built out of timber taken from the stock of the Wellington Street bridges.

The scows are 60 feet long, 22 feet beam and 5½ feet hold. The framing is of pine and oak timber 8 x 10 inches and the planking 5 inches thick. The dumping boxes are 7 x 7 x 1 foot, and made of 2½ inches oak plank and heavily ironed. The cost of these boxes and scows is nearly $8,000.

Surveys and Preliminary Estimates.

During the year surveys and preliminary estimates have been made for a covered drain along the south side of Beauharnois Canal at Valleyfield, and also for a new bridge across the Lost Channel at St. Timothée. The plans of these surveys are now on file in your office.

I have the honour to be, sir,
Your obedient servant,
L. S. PARISEAU.
Resident Engineer.

ERNEST MARCEAU, Esq.,
Superintendent Engineer,
Montreal

MONTREAL, 28th September, 1894.

SIR,—The works under my control during the fiscal year 1893-94 have been the Lachine drainage system and the construction of a drain at Côte St. Paul.

The Lachine drain has been under construction since 1891. Messrs. Heney & Borthwick are the contractors.

The collecting drain has been completed in the month of October, 1893. The connecting trench, which is properly the continuation of the collecting drain as far as the outlet of the brick sewer was completed at the same time. Rock was met on the whole distance excavated this year both for the brick sewer and collecting drain.

Work was interrupted on the brick sewer on November 28th, and resumed on 16th of April, 1894. At the end of the fiscal year the brick sewer was nearing completion, a little more than one month's work remaining to be done.

The drain at Côte St. Paul was surveyed in August, 1893. Tenders were called for and a contract entered into on the 7th November, 1893, with Peter Jackson, Esq., of Côte St. Paul.

The work was begun soon after and continued during the winter months with occasional interruptions. At the end of the fiscal year it was almost completed.

It consists of drain pipes; a double line of 18-inch pipes for a distance of 625 feet, then a single line of 15-inch pipe about 1,140 feet long to the junction of the present box drain.

At the upper end of this box drain, opposite lot No. 3607, an open ditch, 660 feet in length, was cut to offer drainage to the front part of Mr. Evans's property, which was shut out by the canal.

On the same lot, a ditch where the wash from the canal used to demolish the banks was filled in, a line of 15-inch pipe first being laid to serve as an outlet for drainage of lands above.

In connection with this drain at Côte St. Paul, a line of 12-inch pipe, 370 feet long, was also laid along the boundary of the government ground facing lot No. 3912, east of the culvert, to stop leakage from the canal.

Plans were also prepared for a wing pier above Côte St. Paul lock, opposite the entrance of the head race of the manufactures and of the regulating weir.

This pier was built in the latter end of March and month of April, 1894, and completed for opening of navigation.

The pier is 228 feet long, 16 feet wide and 17½ feet high. Water is admitted through six openings 5 x 11 feet at the bottom of the pier, besides a larger one 17 x 13 feet. A bridge connects the end of the pier with the tow-path.

This work was done by day's work by department employees, and during construction I furnished alignments and levels.

I have the honour to be, sir,

Your obedient servant,

L. G. PAPINEAU,
Resident Engineer.

ERNEST MARCEAU, Esq.,
Superintendent Engineer,
Montreal.

LACHINE CANAL OFFICE,
MONTREAL, 20th September, 1894.

SIR,—As requested I have the honour to submit my report on the various works under my charge for the fiscal year 1893-94, ended 30th June last.

This canal was closed on the 30th of November, 1893, and reopened to navigation on the 23rd April, 1894.

One accident of a slight nature occurred to the Wellington bridge on August 25th, caused by one of the rollers breaking. Navigation was not interfered with, although the traffic was stopped for two hours.

REPAIRS.

The water was drawn off on the night of 7th April, and let in again on 22nd of the same month, the canal being open to traffic on the 23rd of the same month.

While the water was out of the canal all the works under water were overhauled and repaired. Several boulders were removed from the channel between lock No. 2 and Wellington bridge.

The breast work of lock No. 3, which was in bad order was repaired.

The flooring of the waste weir at Côte St. Paul was renewed in several places, as well as the crib-work at the same weir.

The valves in the several weirs and lock gates were gone over and thoroughly repaired.

During season of navigation the following repairs were attended to :—

Mill Street was scraped and macadam spread and the street put in good repair.

The several roads around the wharfs were also placed in good order.

Bridges Nos. 1, 2 and 3 were replanked, from time to time, as was considered necessary. The wharfs were planked and put in good repair. The paving of Common Street necessitated the removal of the old ramps; this was done and the ramps rebuilt.

The slope walls along the line of canal required and underwent considerable repairs. The tow-paths which measured some fourteen miles on both sides of the canal, were kept in good repair. All the government foot-paths within the city limits, which measure over 8,000 lineal feet, were planked or levelled as the case might be, and were kept in good order.

The several government buildings were repaired and placed in good order.

The snubbing posts along the line of canal were straightened up, 42 new ones set, and replaced those which had become useless.

The several drains on government property were cleaned and the weeds cut.

The culvert above Côte St. Paul bridge was cleaned during the month of January. The boom piers at Lachine were put in good repair, twenty-one piers having been rebuilt from the water's edge.

The plant connected with the canal, such as derricks, scows, &c., were not touched as they were in good repair.

The several bridges, lock-houses, waste weirs, fences, &c., were painted under contract, by Messrs. Lefebvre & Co. The work was performed satisfactorily.

The telephone line also gave fair satisfaction.

INCOME.

One pair of lock gates for upper sills of new locks Nos. 1 and 2 was built and is at present in the large shed at lock No. 3.

A pier was also built between old lock No. 4 and the waste weir at Côte St. Paul, its length being 228 feet 6 inches by 16 feet; it is constructed so as not to interfere with the head race, leading to the several factories, having six openings from the base of the pier to within four feet from the water level.

I may also state that the several manufacturers are well satisfied, it being a great improvement on the old one, which it has replaced.

Trusting the above mentioned works were carried out to your satisfaction,

I have the honour to be, sir,
Your obedient servant,

JOHN CONWAY,
Acting Superintendent.

ERNEST MARCEAU, Esq.,
Superintendent Engineer,
Montreal.

Lachine Canal.

Statement showing the depth of the River Water on Mitre Sills of Old Lock No. 1, at Lower Entrance, and Old Lock No. 5, at Upper Entrance, during the fiscal year ending 30th June, 1894.

Months.	Old Lock No. 1, Lower Sill.		Old Lock No. 5, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1893.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
July	20 7	18 8	12 11	11 9
August	20 6	17 4	12 8	10 10
September	20 5	17 0	12 7	10 5
October	17 2	16 4	10 9	10 2
November	16 9	16 1	10 9	9 8
December	35 8	16 1	11 11	9 6
1894.				
January	32 10	28 9	12 4	10 11
February	28 9	25 3	12 0	9 5
March	30 8	26 0	12 10	8 9
April	31 5	20 0	14 2	11 5
May	23 3	20 9	14 6	12 6
June	21 6	19 10	13 5	12 6

Lachine Canal.

Statement showing the depth of the River Water on Mitre Sills of New Lock No. 1, at Lower Entrance and New Lock No. 5, at Upper Entrance, during the Fiscal Year ending 30th June, 1894.

Months.	New Lock No. 1, Lower Sill.		New Lock No. 5, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1893.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
July	22 9	20 10	17 1	15 11
August	22 8	19 6	16 10	15 0
September	22 7	19 2	16 9	14 7
October	19 4	18 6	14 11	14 5
November	18 11	18 3	14 11	13 10
December	37 8	18 3	16 10	13 11
1894.				
January	35 0	30 11	16 5	15 0
February	30 11	27 5	16 2	13 7
March	32 10	28 4	17 0	12 11
April	33 7	22 2	16 4	15 7
May	25 5	22 11	18 8	16 8
June	23 8	22 0	17 7	16 8

BEAUHARNOIS CANAL.

MELOCHEVILLE, 4th August, 1894.

SIR,—I have the honour to submit the following report on the works under my charge during the fiscal year ended 30th June, 1894.

The Beauharnois Canal was closed on the 1st December, 1893, and reopened for navigation on the 23rd April, 1894.

Navigation was interrupted for 34 hours on the 9th November, 1893, owing to the carrying away of the lower gates of lock No. 9. The accident happened during the night, and was due to a piece of timber getting between the two leaves of the gates.

On the 13th May last, another accident happened caused by the steamer "Ocean" running into the lower gates of lock No. 12. These gates, as well as one leaf in the upper set were considerably damaged This caused the navigation to be interrupted for 28 hours.

Locks and Lock Gates.

Locks Nos. 7, 8, 9 and 10 were pointed in April, 1894, and fender posts with braces and straps put in at lock No. 9.

A pair of lock gates was built and placed at lock No. 8, and a second pair for lock No. 9, to replace the ones broken in November, 1893. The gates broken by steamer 'Ocean" in May, 1894, have been taken to the shops, rebuilt and replaced at lock No. 12.

Besides these a pair of spare gates was built for lock No. 11 ; these have been sunk into the canal. Other gates were more or less extensively repaired. Some of the stones in the mitre sill at lock No. 13 having been broken, were replaced by blocks of oak well bolted into the rock.

Foot bridges were renewed at lock No. 8 and repaired at lock No. 9.

Bridges.

At locks Nos. 8, 12 and 14 new waste weir bridges have been built.

The large bridge at weir No. 10 was extensively repaired.

Important repairs were made to the swing bridge at Valleyfield. These consisted in strengthening the sleepers and stringers and renewing the flooring.

The swing bridges at locks Nos. 5, 10 and 13, and that at St. Timothée were raised and the pivots dressed. The last mentioned bridge was also replanked.

Bridges 7, 8, 9, 10, 11 and 12, as well as lock gates and anchor blocks were painted during the year.

A number of farmers' bridges have been renewed and others, 120 in all, repaired.

Fender and Mooring Posts.

Locks Nos. 12, 13 and 14. New fender posts put in and painted.

Locks Nos. 6, 8, 9 and 10. Fender posts repaired and painted.

Thirty new mooring posts were planted on the canal banks and a number of others straightened.

Scows.

One new scow was built for ferry No. 1. The deck on the big repair scow was renewed and the hull caulked and painted.

A flat row boat was built for ferry No. 1.

Fences.

Fences around the collector's house were repaired and new fences built at lock No. 6, as well as at the house occupied by the electrician.

Wharfs.

The wharfs along the upper entrance have been repaired on a considerable length, but a large portion of them is still untouched, other wharfs have been properly repaired.

Canal Banks, Dykes and Roads.

Fifteen toises of stone for the Hungry Bay dyke have been purchased, broken and spread on the portions of the road here where it was most needed. This stone was then covered with a layer of gravel.

The canal banks have been thoroughly maintained during the season.

The rip-rap on both sides was repaired in the spring.

The weeds were cut in good time and the roads well kept.

Buildings.

The roof at lock-house No. 13, and that of the watch-house No. 8, were covered with Canada plate.

A story was added to the lock-house at lock No. 8.

A wooden kitchen was built for the lockmaster's house at lock No. 7.

Roofs were repaired at locks Nos. 6 and 9, and various other buildings more or less extensively repaired.

Piers.

The piers at the lower entrance to the canal were repaired in the fall, but were again slightly damaged by ice last spring.

Work Done at the Shops.

The following were built at the shops during the year:—A derrick and horse power, window sashes, doors, wheelbarrows, sledge hammers, stone hammers, &c.

I have the honour to be, sir,

Your obedient servant,

J. F. BÉIQUE,

Superintendent.

ERNEST MARCEAU, Esq.,
Superintendent Engineer,
Montreal.

BEAUHARNOIS CANAL.

STATEMENT showing the depth of River Water on Mitre Sills of Lock No. 6, at Lower Entrance, and Lock No. 14, at Upper Entrance, during the Fiscal Year ending 30th June, 1894.

Month.	Lock No. 6, Lower Sill.				Lock No. 14, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1893.	Ft.	in.	Ft.	in.	Ft.	in.	Ft.	in.
July	12	9	12	2	12	10	12	6
August	12	1	9	10	13	0	11	6
September	12	10	9	10	13	0	12	0
October	10	4	9	7	13	0	11	8
November	9	8	9	6	12	2	11	6
December	15	10	9	9	12	7	11	5
1894.								
January	18	6	15	8	12	7	11	5
February	21	2	16	8	12	0	10	8
March	18	6	15	6	12	8	10	6
April	15	6	11	3	12	6	11	8
May	15	10	12	9	12	8	12	0
June	13	8	11	8	12	11	12	2

STE. ANNE'S LOCK.

SUPERINTENDENT'S OFFICE,
STE. ANNE, 10th August, 1894.

SIR,—I have the honour to submit herewith my report for fiscal year ending 30th June, 1894.

Navigation closed here on the 27th November, 1893, and was reopened on the 21st April, 1894. Mail boat and general traffic have not been interrupted any during the opened period. Ordinary repairs have been made to the locks, lock gates and guide lights at upper entrance, government buildings, fences and bridges. Two buoys have been repaired. Three hundred feet long of pier south of old lock have been repaired. One thousand feet long of pier above the two old locks have been repaired.

One pier 18 feet x 30 feet above the new lock has been repaired, as well as 1,150 feet of booms.

Eleven hundred and five feet of pier below locks half way to Ile Perrot have been repaired, as well as the lighthouse pier at Ile Perrot.

A stop log shed has been built.

Two scows have been repaired.

Twenty-four stop logs for lock gates have been prepared.

INCOME.

The work under this head comprises the renewal of the south pier in the south channel and the construction of a set of stop-logs for the new lock and a shed erected on canal bank to store them.

I have the honour to be, sir,
Your obedient servant,
J. L. DAOUST,
Superintendent.

ERNEST MARCEAU, Esq.,
Superintendent Engineer,
Montreal.

STE. ANNE'S LOCK.

STATEMENT showing depth of River Water on Mitre Sills of Ste. Anne's Lock, during the Fiscal Year ended 30th June, 1894.

Months.	Lock No. 1, Lower Sill.				Lock No. 1, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1893.	Ft.	in.	Ft.	in.	Ft.	in.	Ft.	in.
July	12	11	11	0	14	5	12	5
August	12	5	10	0	12	9	11	5
September	12	3	10	5	12	5	10	8
October	10	7	10	1	11	6	10	10
November	10	4	10	0	11	6	11	0
December	12	0	10	0	11	2	10	6
1894.								
January	12	5	11	1	11	9	11	2
February	12	0	10	1	11	9	11	0
March	13	2	9	9	14	5	11	0
April	14	2	11	7	17	4	12	11
May	14	3	13	0	17	6	15	2
June	13	4	12	0	15	4	13	11

CARILLON AND GRENVILLE CANALS.

CARILLON, 10th July, 1894.

SIR,—I have the honour to submit to you the annual report of the maintenance of staff and repairs of the Carillon and Grenville Canals for the fiscal year ending 30th June, 1894.

The Carillon and Grenville Canals were closed on 30th November, 1893, and again reopened on the 23rd of April, 1894.

The works accomplished are as shown below. The booms which were very much broken during the high water of spring 1893, have been thoroughly repaired and were placed in position above lock No. 2, Carillon Canal, on 26th April, 1894.

I beg also to draw your attention to the removing and rebuilding of dry wall at lock No. 6, same being 230 feet long, and is now in perfect condition.

Derrick scow for use of Carillon and Grenville Canals has been put into thorough repair, same having become nearly useless.

New lock-house for lock No. 6 was completed and is now occupied, old lock-house being used for a store-house for materials in use about said lock.

The tow-paths and banks of canal have required careful watching and constant repairs, more particularly Grenville Canal, due to its low banks, is very much given to breaking down, same have been strengthened in many places during past season, but still require constant work to keep in good repair.

Buildings on said canals have been more or less repaired, and are now all in good state.

I am, sir, your obedient servant,

G. H. SIMPSON,
Superintendent.

ERNEST MARCEAU, Esq.,
Superintendent Engineer,
Montreal.

CARILLON CANAL.

STATEMENT showing depth of River Water on the Mitre Sills of Locks Nos. 1 and 2, Carillon Canal, during the Fiscal Year ended 30th June, 1894.

Months.	Lock No. 1, Lower Sill.				Lock No. 2, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1893.	Ft.	in.	Ft.	in.	Ft.	in.	Ft.	in.
July	14	1	12	6	14	0	13	0
August	14	1	12	4	14	0	13	0
September	14	0	11	5	14	8	12	5
October	12	8	11	2	13	3	12	5
November	12	9	12	4	13	3	12	9
December	12	9	12	3	16	9	12	8
1894.								
January	13	1	12	3	13	7	12	6
February	13	4	12	8	13	0	11	9
March	16	8	13	3	16	6	12	0
April	19	7	14	6	20	6	14	5
May	19	9	17	0	21	0	17	8
June	17	4	15	4	18	6	16	3

GRENVILLE CANAL.

STATEMENT showing the depth of the River Water on the Mitre Sills of Locks Nos. 3 and 7, Grenville Canal, during the Fiscal Year ended 30th June, 1894.

Months.	Lock 3, Lower Sill.		Lock No. 7, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1893.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
July	20 0	16 8	17 0	13 10
August	16 7	15 3	14 11	12 0
September	17 0	14 6	13 9	11 0
October	15 9	14 6	12 7	11 0
November	15 9	15 0	12 10	11 0
December	19 0	15 0	12 0	11 3
1894.				
January	21 0	17 0	11 3	10 1
February	24 10	19 6	10 0	9 9
March	24 8	19 0	17 0	9 11
April	25 4	17 4	21 6	14 8
May	25 5	21 4	21 8	18 0
June	21 10	19 6	18 6	16 4

MONTREAL, 8th October, 1894.

SIR,—I have the honour to hand you my annual report for the fiscal year ending 30th June, 1894.

I was engaged on the Upper Ottawa River, surveying lands alleged to have been damaged by the government placing dams in the river at the Grand Calumet and Rocher Fendu Rapids.

The party consisted of four men, who were continuously employed from June till late in November. On the completion of the survey, I paid off my men and stored the boat and camping outfit at Fort Coulonge for the winter, returning to Ottawa, where I was engaged in plotting my summer work and writing a report on the same, which I handed to you in April. I was employed on the Grenville Canal, during that month, rebuilding a waste weir, which I had completed in time for the opening of the canal, when my services with the department were brought to a close for the time being.

I have the honour to be, sir,

Your obedient servant,

H. G. STANTON.

ERNEST MARCEAU, Esq.,
Superintendent Engineer,
Montreal.

CHAMBLY CANAL.

SUPERINTENDENT'S OFFICE,
CHAMBLY BASIN, 16th August, 1894.

SIR,—I have the honour to submit the annual report of the works executed under my supervision on the Chambly Canal, during the fiscal year 1893-94.

The canal was closed on the 30th of November, 1893, and reopened on the 2nd of May following. Navigation was maintained without any interruption, during the whole time.

EXPENSES CHARGEABLE TO REPAIRS.

Canal Banks.—The inside slope wall in basins Nos. 4 and 6, on the berm side, has been rebuilt for a distance of 1,500 feet, by from 2 to 3 feet in height.

A retaining wall, 300 feet in length, by from 4 to 7 feet in height, has been built at mile 1½, to widen the tow-path at the foot of lock No. 3. During the month of April, the canal bottom was cleaned out, and stones, which were blasted, removed.

The stone of the inside slope walls of the canal, which had been disturbed by frost, was replaced on the tow-path side for a distance of 11½ miles, and for a length of 7 miles on the opposite side.

One hundred and twenty-five cubic yards of stone were picked up after this work was done and used elsewhere.

The tow-path, over 4½ miles of which was covered with gravel, during the year, has been kept in good order. This road which is 11½ miles in length is now macadamized on the whole distance. The first five miles were macadamized in 1888, only to a depth of from four to five inches ; the layer of gravel is not thick enough and is sinking in the clay. To properly maintain the road and ensure its permanency another layer of the same thickness would be required to be laid on these first five miles.

Eighty-five oak snubbing posts were set on the tow-path and wharfs at St. Johns. The trees alongside the canal had their branches lopped off, the brush was cut and the weeds mowed at the proper time.

LOCKS.

Lock No. 1.—Completed one pair of spare gates, took them to St. Johns and built a shed 24 x 18 feet for sheltering them. Repaired gangways, 2 new sluice rigging handles, and made a desk for the guard-house.

Lock No. 2.—Pointed lock walls with cement, 2 new sluice rigging handles. Painted upper part of gates, &c.

Lock No. 3.—Dug out trench 110 feet long, 18 feet deep in rear of lock wall, on berm bank, bored holes through the wall ; put in 20 iron bars, 21 feet long by 1¼ inch through wall to trench, where they were bolted behind heavy pieces of timber, for preventing the lock wall to incline in said lock. Nailed inside three sheets of boiler plate 3½ x 3½. Pointed lock walls, &c., and painted upper part of gates.

Lock No. 4.—Replaced one hollow quoin coping and two copings, all new stones. Laid bolts through anchors with lead and brimstone through the hollow quoin. Repaired mitre sill, pointed lock walls and painted upper part of gates.

Lock No. 5.—Pointed lock walls, painted upper part of gates and repaired sluices.

Lock No. 6.—Pointed lock walls and painted upper part of gates.

Lock No. 7.—Put on a new balance beam on berm bank side, replaced one sluice rack, pointed lock walls and painted gates.

Lock No. 8.—Repaired a frame for culvert sluice, repaired sluice riggings, put on a new shaft and pinion, painted gates and balance beams, pointed lock walls, &c.

Lock No. 9.—Took to lock No. 9, 40 cubic yards of stone for loading derricks, built one shed 16 feet x 13 feet for steam pump. General repairs to steam pump, 8 bolts for boiler shed and two iron bars for smoke stack.

Sawn and prepared 16 pieces of timber 25 feet 2 inches long for stop logs. Put up two derricks worked by steam, for cleaning out lock No. 9 and replacing mitre sill. Laid stop-logs and made a dam at lock No. 2, and a cut or opening in by-wash below lock No. 6 and the same at lock No. 7, for preventing water from flowing into lock No. 9, which was to be pumped out.

Dammed lower entrance of lock 9, with two tiers of stop logs 14 feet high, 3 feet apart, space between filled with puddle clay. Two pumps working night and day, one 6-inch worked by steam and the other 5-inch by electric power from the electric station, nearly two miles up.

Cleaned out lock bottom, filled one-half of its area with gravel and stones, over three feet deep, with tubs worked by two steam derricks. The sill whose edge had been broken off years ago, when the gates were knocked down by accident, was repaired and squared

with pieces of hardwood, well bolted with rag-bolts into the old sill. The timber in this old sill is still first-class after 50 years of use. Planked greatest part of the floor in the recess, where some joints were leaking. The work being completed, the stop-logs, pumps, arc lamps, telephone, electric motor, &c., were removed and stored at the proper places.

Put in 1 hollow quoin coping and 4 copings, all new cut stones. Laid bolts through anchors with lead and brimstone, through hollow quoins, at lower gate on berm bank. Replaced two balance beams at lower gates. Made new stairs to reach entrance pier and one square for gangway. Pointed lock walls and painted gates and balance beams.

GENERAL.

As usual, the basins between lock 2 and the lower entrance lock No. 9, were emptied on Sunday the 10th of September, for inspection, cleaning out, repairs to sills, sluices, lock-gates, &c. Made 7 iron rakes and 8 wheelbarrows. Prepared 8 oak pieces of timber for protecting gates against vessels. Prepared 5 gangways, with ironed edges, 15 screw-bolts, 70 rag-bolts, 12 bars and collars.

Prepared 3 riggings of sluices. Turned on lathe 15 sluice-gate riggings, shafts, &c. Supplied every lock with ten hemlock deals in case of accident.

By-washes.—Puddled the by-washes below lock No. 6 and at mile 6, prepared and put on railings. By-washes Nos. 2 and 3 were also puddled, 2 sluice-gates ironed. The by-wash at Wood's creek was repaired and puddled.

Bridge No. 3.—The bridge was repaired and the pier painted.

Bridge No. 4.—Timber was sawn and prepared for a new bridge, the foundations were rebuilt, and a turntable made for the wheels. The old bridge was removed and the new one put in place, it was made wider and stronger by four chains.

Bridge No. 5.—A new bridge replaced the old one at this place, the foundations were rebuilt, new wheel tracks made, the structure was painted and the approaches planked.

Bridge No. 6.—New segments were prepared and laid for the wheel track.

Bridge No. 7.—This bridge was painted and the two approaches replanked.

Bridge No. 8.—The flooring of the bridge and approaches was renewed and the bridge painted.

Ste. Thérèse Ferry.—The movable bridge at Ile Ste. Thérèse was placed in position at the close of navigation, and removed in the spring.

Farm bridges.—Three small bridges were repaired between mile 1½ and 4.

Wharfs.—The wharf above bridge No. 8 was repaired and the planking of wharf No. 3 at St. Johns partly renewed. A wooden drain 28 feet long was also laid at this point.

The south corner of this wharf was sheeted with plank and ironed, and a layer of gravel put on wharf No. 2.

Ditches.—29,234 lineal feet of ditches were cleaned.

Culverts.—Culverts Nos. 2, 3 and 4 and the approaches to culverts Nos. 3 and 4, 2,000 feet long, were cleaned and the outlet of culvert No. 4 rebuilt with timber.

Buildings.—The shingles on the roof of the guard-house of bridge No. 1 were renewed, the building painted inside and whitewashed outside.

The roofs of guard-houses of locks Nos. 2, 3, 4, 5 and 6, were covered with Canada plates. Two outbuildings 26 x 20 feet, for the lockmasters of locks Nos. 7 and 9 were built, painted and whitewashed. The chimney tops of lockmaster's house, lock No. 2, and bridge keeper's house of bridge No. 3, were rebuilt.

Sundry repairs were made to dwelling-houses of bridge tenders Nos. 4, 5 and 6 and of lockmaster No. 8. New stairs were made for houses of lockmasters of locks Nos. 5 and 7.

The lighthouse at the end of the entrance pier, in the Chambly Basin, was repaired.

A new kitchen was built for the lockmaster of lock No. 6 and the north portion of the roof of the house covered with Canada plates.

The roofs of the main work shops, blacksmith shop, storage and carter's sheds and of lockmaster's house of lock No. 9, were painted with mineral paint.

A fire proof building 26 feet x 16 feet was built for the storage of oils and paints.

The cellar of the superintendent's office was overhauled, and a concrete floor made for receiving the hot water apparatus for heating the superintendent's and collector's office. The upper story of the office was completed, a new floor laid and the walls finished with ½-inch pine, painted.

The office blinds and those of lockhouses Nos. 7, 8 and 9 were painted and the sand shed braced with 3 iron bars.

Fences.—The fence from mile 0 to mile 1 was repaired and 700 feet of the old railing or garde-corps at St. Johns were removed.

Scows.—The ferry scow at Isle Ste. Thérèse was repaired and caulked; a small scow 14 feet by 3 feet was built for repairs staff, and three scows repaired.

Machinery.—Turned on lathe 7 sets of commutator segments for arc dynamo, and made two brass shafts for brush holders. The transmission shaft to the smithshop was repaired and one snatch block made for derricks. The buzz planer was repaired. One new iron gate was placed on tow-path, and five other gates repaired.

Turned and adjusted a shaft 20 feet long by 2 inches in diameter, for pumping water into boiler. Scraped rust inside of turbine pipe 330 feet long, 40 inches in diameter and painted same inside and outside.

Made a wooden rack 10½ by 8 feet, adjusted in frame in front of feeding sluice to prevent grass and leaves from obstructing turbine. Repaired fifteen telephone instruments.

All steam machinery, electric light and motor, telephone line, and gates machinery, &c., were maintained in good order during the year.

Tools.—All the tools, of every description, used on the canal have also been kept in good order.

STAFF.

Work done by permanent staff during winter.

Bracing 9 locks to protect walls against frost.
Storing summer work implements, lamps, &c.
Taking daily record of water levels.
Blocking bridges, &c. Unblocking them in spring.
Cleaning out guard-houses.
Setting lamps, tools, life preservers, &c.
Cleaning snow on sidewalks in front of government lots.
Laying snow on bridges in spring.
Sawing and preparing timber and lumber at mainshop.
Cutting ice at entrance lock. Filling two ice-houses.
Taking care of by-washes.
Making 24 wheelbarrows and repairing 18 old ones.
Making handles and handling picks, hammers, axes, &c.
Filing saws.
Preparing ladders and poles for scows and locks, &c.
Cutting up waste timber for boiler, stoves, and for heating sand and cement, &c.

Working on repairs and on income works, and, as most of them are experienced hands, they had hired men and supervised repairs and structures.

Bridge tenders, besides, whitewashed their buildings and fences during summer time; all employees on locks and on bridges are bound to inspect daily a specified length of banks on each side of canal and to report at once to superintendent leakages, and any case of danger, &c.

Attending during summer to their respective locks and bridges.

INCOME.

Bridge seats of Bridges 4 & 6.

In November, 1893, made a trench in rear of walls of bridge seats 4 and 6, ready for work in the spring. Filled trenches with pea straw to prevent frost. In March,

1894, sawing and hauling timber. Made 300 rag-bolts (1,155 lbs.) ; 7 iron wedges (46 lbs). In April, 1894, demolished stone walls of bridge seats 4 and 6, 120 feet long each, 18 feet high, 4 feet thick, and rebuilt piers of same length and height, 9 feet in width : frames, face hemlock and pine 12 inches square. Cross-ties dove-tailed in face and in longitudinals, filled with rough stones (iron 1,600 lbs.) Rebuilt masonry for bridge pivot.

In May, 1894, put fenders along said piers. Removed old cut stones to stone yard at workshops. Took away, besides, forty cubic yards of rough stone to store them away above lock No. 2. In June, 1894, removed earth, cleaned and levelled grounds around bridges 4 and 6.

Gravel on Towpath.

In October, 1893, laid gravel on towpath (between two furrows), 9 feet in width, 6 inches to 8 inches thick in centre and 4 inches to 5 inches on the sides, from mile 1½ to mile 3 (1,621 tons).

In November, 1893, laid gravel from mile 3 to mile 4¼ (1,555 tons).

In May, 1894, laid gravel from mile 4¼ to mile 5½ (1,376 tons).

In June, 1894, laid gravel, 1,417 tons, balance of contract.

Fence in Town of St. Johns.

In June, 1894, prepared 273 square cedar posts, 9 feet long 6 inches square at small end for fence along canal in town of St. Johns, 2,730 feet long ; cast iron caps on top ; two chains $\frac{5}{16}$ through posts ; painted posts in white and caps and chains with black Japan.

Such are the works executed during the year 1893-94, a more detailed account of which has been given on the back of the monthly pay-lists.

Before closing my report, I will take the liberty to make the following remarks :—

I am informed that dredge No. 1, the only one which can enter the Chambly Canal, is presently laid up. I do not see where we could procure another one in case land slides should occur, which would block up the canal, as it did formerly. Without a dredge, it would be necessary to empty the canal and to remove the obstruction by shovel work, and navigation would be stopped for a few days.

I draw your attention to this danger in order that you will hasten the construction of a small dredge, which could be worked, when required, by our own men, and the expense of which could be charged to the repairs appropriation. It would be used for keeping in good order the canal bottom and the meeting places. It would be very handy in case of accident.

Books have been kept this year for the purchase and use of materials. New books for a more complete keeping of accounts will replace them.

The inventory made from time to time has been gone over and made in a more systematic manner.

The result of a careful keeping of accounts will be a better distribution of materials and a more economical management. But the complete success of these improvements cannot be obtained unless the storekeeper is a qualified book-keeper with a proper salary. It cannot be expected that a labourer paid at the rate of $1 or $1.25 per day can properly keep a set of books.

The work commenced a few years ago towards resuming possession of lands encroached upon by different persons along the canal has been continued during the year. Searches have been made to find maps, plans and documents to the above effect.

Action should also be taken towards regaining possession of the old Ste. Thérèse road, measuring 80,000 square feet. On this road are earth dumps deposited when the canal was built, and this material is now more necessary than ever for the maintenance of the canal banks and other works.

The Chambly Canal office continues to grow rich with maps, plans, correspondence and documents of all kinds bearing specially on the construction of the canal, and

which are absolutely necessary in determining the rights as well as the obligations of the Government towards the adjoining proprietors on the canal, on a distance of twelve miles.

The more complete the collection of documents will be, the easier it will be to settle claims, which are unavoidable on the public works.

I have the honour to be, sir,

Your obedient servant,

P. B. BENOIT,

Supt. Chambly Canal.

ERNEST MARCEAU, Esq.,
Superintending Engineer,
Montreal.

CHAMBLY CANAL.

STATEMENT showing the depth of River Water on Mitre Sills of Lock No. 9 at Lower Entrance, and Lock No. 1 at Upper Entrance, during the Fiscal Year ending 30th June, 1894.

Months.	Lock No. 9, Lower Sill.		Lock No. 1, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1893.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
July	11 0	9 3	9 0	7 8
August	14 5	8 10	8 6	7 5
September	12 2	9 9	9 0	8 4
October	10 0	8 9	9 4	8 1
November	9 4	8 1	8 6	6 11
December	10 6	8 4	8 6	7 3
1894.				
January	11 9	10 7	8 11	8 7
February	11 6	10 10	8 9	8 5
March	17 6	11 0	10 8	8 4
April	14 6	12 5	11 0	9 7
May	13 9	11 2	10 5	8 11
June	12 0	10 9	9 6	8 7

ST. OURS LOCK.

SUPERINTENDENT'S OFFICE, 13th August, 1894.

SIR,—I have the honour to submit my report for the fiscal year 1893-94. The lock was closed on the 26th November, 1893, and reopened to navigation on the 2nd April, 1894. No damages, accidents or delays to navigation have taken place during the fiscal year. The following works were executed, viz. :—

LOCK.

Some broken stone and sand were placed on the ground each side of the lock. Some mooring posts were renewed. Two guide lamps have been replaced and the others painted. The gates were painted and their anchorage repaired. The ground on both sides of the lock has been kept in good order, and the winches and chains repaired.

DAM.

Some stone was deposited on the east and west side of the dam and abutments.

Some pieces of timber were placed on the west side to prevent slides. This structure was visited to ascertain if the planks on top of the dam were in good order.

ISLAND.

Stone has been scowed and placed on the west side so as to prevent damages from water, and the ground cleaned and kept in good order.

Scows.

The scows have been repaired and pumped at different times as needed, laid up for winter and the ice around them cut in the spring.

Buildings.

The superintendent's house received sundry repairs, the roof, blinds and one floor were painted, and two oil cloths were put down. The other buildings were efficiently maintained and whitewashed.

Booms.

The booms received also sundry repairs. They were put into winter quarters and placed in position at the opening of navigation.

Wharfs and Piers.

The wharfs were maintained in a good state of repairs and the ice sawn around them to prevent their being disturbed by ice in the spring.

The piers above the lock were sheeted outside with plank and filled with stone.

The pier at the end of the wharf above the lock has been rebuilt from low water level, and the other piers repaired, the ice having also been sawn around them at the proper time.

Sundry Works.

The coal bin was repaired, as well as the wheelbarrows. Firewood was cut for heating the lockmen's shanty and workshop.

The timber, materials, supplies, tools in the sheds and shop were kept in good order. An inventory of the government property at this station has been made.

I have the honour to be, sir,
Your obedient servant,
ALFRED CODERRE,
Superintendent.

Ernest Marceau, Esq.,
Superintending Engineer,
Montreal.

St. Ours Lock.

Statement showing the depth of River Water on Mitre Sills of St. Ours Lock during the Fiscal Year ending 30th June, 1894.

Months.	Lock No. 1, Lower Sill.		Lock No. 1, Upper Sill.	
	Highest	Lowest.	Highest.	Lowest.
1893.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
July	11 4	9 0	9 11	8 8
August	12 10	7 9	12 5	8 4
September	12 0	8 3	10 7	9 0
October	8 9	7 3	9 4	8 8
November	8 0	6 11	9 2	7 11
December	14 0	7 7	9 11	7 10
1894.				
January	14 0	12 11	10 2	9 3
February	13 1	11 2	9 7	8 7
March	19 11	11 8	19 11	11 8
April	16 10	13 5	13 6	11 2
May	15 6	11 10	12 0	10 0
June	13 0	10 10	10 8	9 7

TRENT VALLEY CANAL.

SUPERINTENDING ENGINEER'S OFFICE,
PETERBOROUGH, August, 1894.

SIR,—I have the honour to submit my annual report on the works under my charge for the fiscal year ending 30th June, 1894. Navigation closed on the central reach 19th November, 1893, and opened again 16th April, 1894. On the lower reach navigation closed 27th November, 1893, and opened again 5th April, 1894. There was no interruption to navigation during the season. There was good navigable water during the season, there being from 5 to 6 feet on the sills on the several stretches. Seven feet could be had on the sills if the water in the reservoirs above was regulated in the interests of navigation.

The assumption by the Dominion Government of the numerous upstream reservoirs both natural and artificial, which are now under the divided control of the Ontario Government and the lumbermen, will very soon become a necessity in the interests of the canal, important extensions of which I understand the Government are about to undertake. These reservoirs should be obtained before vested rights in the north country become an important factor.

During the past spring the water was below the average height for the season of the year. However, owing to the heavy rains, the water again rose during the latter part of May and the early part of June to a height above the spring level and remained there for some days, doing considerable damage to crops by flooding on some of the stretches. The total number of lockages was 3,634 being an increase over last year of 750. The number of lockages does not, however, fairly represent the traffic on these waters as many of the steamers have regular routes which do not pass through any lock so that no record is kept of them. The number of vessels on these waters keeps increasing every year. As the importance of navigation increases greater trouble is experienced in keeping navigation free from the interference of lumbermen driving logs. Considerable expense has been incurred by the Department of Public Works in making and maintaining separate channels for the driving of logs. Some works are yet necessary to erect for this purpose. The Grand Trunk Railway bridge at Fenelon Falls having been completed there is now an uninterrupted stretch of navigation from Lakefield to Balsam Lake, a distance of about 70 miles. The size of the lock at Rosedale, however, restricts the size of vessels to the smaller class. This lock is only 100 feet long by 23 feet wide with about four feet water on sills and belongs to the Ontario Government. The water in Balsam Lake is not regulated in the interests of navigation, but is allowed to run off as the season advances, so that by the middle of the summer there is only navigation for vessels of very shallow draught. Both this lock and dam form part of the direct line of the canal and will, I presume, be assumed by the Dominion Government in the near future.

The following works chargeable to repairs were executed :—

BOBCAYGEON.

The wharf at the upper entrance to the canal was repaired. This lock which gives constant trouble from the settlement of the walls of the lock chamber had again to be repaired. The north-west corner of the plate iron bottom, with which the floor is covered, became loose and caused considerable leakage. This was repaired; at the same time a timber binder was placed all around the edges of the iron to make it fast to the floor timbers. This iron bottom works well and makes a perfectly tight lock. The gates were also repaired and painted.

LINDSAY.

The dam was repaired by renewing some of the posts, braces and also part of the apron.

LAKEFIELD.

The glance pier at the lower end of the slide having become undermined had to be partly rebuilt. The apron of the slide was also extended by building a crib-work foundation and flooring it over.

PETERBOROUGH.

Suspension rods were put on the lower gates and new swing beams were also put on all four gates and the gates otherwise overhauled. They were also painted.

HASTINGS.

New suspension rods were placed on all four gates. The mitre sills were also caulked and part of the flooring renewed. The valves were also overhauled. The lock gates at Buckhorn, Burleigh, and Fenelon Falls were repainted.

The following work chargeable to income was also done :—

SCUGOG RIVER.

A cut 1,000 feet in length and 100 feet wide and 8 feet in depth was dredged from the river into Drummond's Bay. The whole of this cut has been sheet piled on the sides in order to prevent the cut refilling with mud, and to keep the stumps and roots from being drawn into the channel by the wash from passing steamers. A beacon light will be placed at the north end, which with the light on the river will form a range light for the entrance to this cut. Heavy timber glances fastened to piles are placed at the four ends of the sheet piling to protect them. This cut, when completed, will be greatly appreciated by the boatmen, as it does away with a most dangerous point to navigation.

BOBCAYGEON.

A contract was let to William Kennedy, of Bobcaygeon, to build a glance boom and pier at the north side of the upper entrance to the canal. This was satisfactorily done.

DREDGE.

The boom dredge (70 x 20) purchased from Messrs. M. Beatty & Sons, which was only completed at the beginning of the fiscal year, has done its work admirably.

A table is attached showing the highest and lowest water on the mitre sills for each month of the year.

I have the honour to be, sir,
Your obedient servant,

RICHARD B. ROGERS,
Superintending Engineer.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Chief Engineer, Department Railways and Canals,
Ottawa.

STATEMENT showing the highest and lowest Water Level at each Lock on the Trent Valley Canal for the Fiscal Year ending 30th June, 1894.

Station.	1893.											
	July.		August.		September.		October.		November.		December.	
	Highest	Lowest.	Highest	Lowest.	Highest	Lowest.	Highest	Lowest.	Highest	Lowest.	Highest	Lowest.
	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.
Hastings	8 3	6 11	6 11	6 7	7 1	6 10	7 3	6 8	7 2	6 8	7 2	7 0
Peterborough	7 9	4 9	7 6	6 3	7 6	5 6	7 6	6 3	8 0	6 8	8 0	6 0
Lakefield	5 10	5 0	5 7	4 7	5 6	4 10½	4 10½	4 8	5 7	4 6	5 6½	5 3
Young's Point	7 4	6 0	5 11	5 4½	5 4	4 8	5 1	4 8	5 1½	4 8	5 9	5 2½
Burleigh Falls	6 2½	5 1	5 7	4 6	4 11	4 6	4 10	4 3	5 1	3 3	3 10	3 3
Lovesick	7 4	5 4	5 9	5 4½	5 5	5 3	6 0	5 2	6 0	5 0		
Buckhorn	6 4½	6 2½	6 3½	5 10½	5 11	5 4½	5 3	4 10½	5 1½	4 9	5 7½	5 0½
Bobcaygeon	6 10	6 6	6 8	6 5	6 4½	5 6½	6 1	5 8	6 3	5 6	6 2	5 7½
Fenelon Falls	6 2	4 10	5 4	4 10	5 2	4 10	5 5	4 5	5 4	5 0	5 7	4 10

Station.	1894.											
	January.		February.		March.		April.		May.		June.	
	Highest	Lowest.	Highest	Lowest.	Highest	Lowest.	Highest	Lowest.	Highest	Lowest.	Highest	Lowest.
	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.
Hastings	7 8	6 11	7 5	7 0	9 8	7 0	9 1	7 8	8 9	7 4	9 1	7 10
Peterborough	6 10	5 6	5 3	4 9	9 6	4 6	8 10	7 0	8 9	7 5	9 0	7 7
Lakefield	5 10½	5 7	5 7	5 0½	6 11	4 11½	6 9½	6 2	6 10	6 6	6 9½	6 1
Young's Point	6 9½	5 11	6 8	5 2½	8 10¼	5 0	8 7½	6 8½	8 7	7 3	8 7½	7 4
Burleigh Falls	4 4	3 11	4 5	3 4	6 3½	3 6	6 1	5 0	6 5½	5 7	6 2	5 3
Lovesick	6 2	5 11	5 11		8 6	5 6	7 9	6 5½	8 6	6 8	8 7¾	6 8
Buckhorn	6 1	5 8½	6 0	5 6½	7 8½	5 5½	7 5½	6 0½	8 4½	6 5	8 3	6 8
Bobcaygeon	5 11	5 7	5 10	5 5	6 8	5 5½	6 11	6 0	7 0	6 2	6 10	6 3
Fenelon Falls	5 3	5 1	5 1	4 10	7 4	5 1	6 2	5 11	6 10	5 5	6 8	5 11

RICHARD B. ROGERS,
Superintending Engineer.

RIDEAU CANAL.

SUPERINTENDING ENGINEER'S OFFICE,
OTTAWA, 29th October, 1894.

SIR,—I have the honour to submit the annual report on the works performed during the fiscal year ending 30th June, 1894, on the Rideau Canal, now under my charge as acting superintending engineer.

Navigation closed at Ottawa, 30th November, 1893.
do do Kingston Mills, 23rd November, 1893.
do opened at Ottawa, 1st May, 1894.
do do Kingston Mills, 30th April, 1894.

On all the levels ascending to, and descending from, the summit level (Lower Rideau Lake), the water was maintained so as to give continually the required depth on the lock sills throughout the entire season of navigation.

The spring freshets were passed through the waste weirs and bulkheads without doing any material damage.

Navigation was uninterrupted during the whole season.

The principal repairs along the line of the canal at the various stations were as follows:—

KINGSTON MILLS.

100 yards of gravel and stone placed on embankment. Four new chain blocks. Sluices repaired and sundry small repairs to station.

LOWER BREWER'S MILLS.

One pair large lock gates renewed. Four new swing bars. Repairs to timber work of waste weir. Fifty yards of gravel on dam and locks.

UPPER BREWER'S MILLS.

One new pair of lock gates. Small breach in embankment repaired. Storehouse sheeted inside.

JONES'S FALLS.

Two pairs large lock gates rebuilt. Long bulkhead repaired. New sluice pier in basin built. Four new swing bars, and one pair sluice frames. Lower lock chamber cleaned out by diver.

DAVIS'S.

Bulkhead repaired. Sundry small repairs to station.

NEWBORO.

High level bridge painted. Sundry small repairs to station.

CHAFFEY'S.

Sundry small repairs to station.

NARROWS.

Sundry small repairs to station.

PERTH BRANCH.

A retaining wall of ashlar masonry laid in Portland cement was built at the Gore Street swing bridge, canal basin, Perth.

POONAMALIE.

Masonry of wing walls of lower lock repaired. 100 yards of gravel placed on dam and embankment.

SMITH'S FALLS.

Puddle trench blasted through rock and filled with puddle to stop leakage from basin. Long bridge replanked with 10,000 feet B.M. 3-inch plank. Sundry small repairs to both combined and detached lock.

OLD SLY'S.

Wing walls and sides of lock grouted. Sundry small repairs to station.

EDMOND'S RAPIDS.

One pair of lock gates renewed, also six new chain blocks, and general small repairs.

MAITLAND'S.

Stone placed on back dam. Timber bulkhead renewed, and small repairs to station.

CLOWES.

100 yards of stone and gravel placed on dam, and small repairs to station.

NICHOLSON'S.

50 yards of gravel on dam, also small repairs to station.

BECKETT'S BRIDGE.

Swing span renewed, also swing piers and rests rebuilt from low water line and filled with stone, and the whole bridge painted.

MANOTICK BRIDGE.

Bridge floor relaid with 3 inch plank.

LONG ISLAND.

One pair of lock gates renewed in lower lock. Two new swing bars. Six chain blocks and sundry small repairs to station.

WELLINGTON BRIDGE.

Two new timber bents framed and placed under the superstructure. Bridge floor repaired.

BLACK RAPIDS.

Four new stop logs. Bulkhead sheeted with 3-inch plank. Long pier filled with stone, also stone placed on back of dam to replace that washed away by freshet.

HOG'S BACK.

One pair of lock gates renewed in lower lock. Two new swing bars. Twelve new stop logs for bulkhead, 543 yards of gravel placed on tow-path road. 3,000 feet B.M. 3-inch plank placed on aprons below bulkhead.

HARTWELL'S.

24 yards of cut dimension stone supplied by contract for relaying the upper sill of the lower lock. General small repairs to station.

Ottawa.

One pair of lock gates renewed. New shed for engine built. Four new chain blocks. Painting of nine pairs of gates by contract, paint and oil supplied. Lower lock cleaned out by diver, and sundry small repairs to station and around basin. The west side of the Deep Cut from Maria Street bridge to the Neville's Creek, a distance of some 2,500 feet, was sheet piled with 10 x 10 timbers, 24 feet long, to check the land slips in the bank. This work was done by contract by Mr. John E. Askwith, of Ottawa. The material which had slid into the cut itself being excavated and deposited inside the line of piling by our own dredge.

Dredge Plant.

The dredge "Rideau" with her tug the "Shanly" and scows, was employed during the season in removing a shoal extending from Bank Street bridge, Ottawa, past the exhibition grounds, through which she cut an 80 foot channel. Also, she was employed in excavating clay and loading the scows for the purpose of stopping leaks through the dams at the following places, Long Island, Black Rapids and Hogsback, and also in excavating material which had slid into the Deep Cut at Ottawa, and placing it inside the new timber work along the west bank thereof. A new crane chain was purchased from the makers, Messrs. Beatty & Sons, of Welland, and also a pair of steel swinging cables, sundry small repairs also being made to the plant when fitting out in the spring. The entire dredging plant consisting of dredge, tug, four side pocket scows and one flat scow, are in good working order.

I have the honour to be, sir,
Your obedient servant,
A. T. PHILLIPS,
Acting Superintending Engineer.

Collingwood Schreiber, Esq., C.M.G.,
Chief Engineer of Railways and Canals,
Ottawa.

Rideau Canal.

Table showing monthly the Highest and Lowest Water on the Lower Sills at Ottawa and Kingston Mills, respectively, from July, 1893, to June, 1894, both months inclusive.

Ottawa.						Kingston Mills.					
Highest.			Lowest.			Highest.			Lowest.		
	ft.	in.		ft.	in.		ft.	in.		ft.	in.
July 1.....	16	0	July 31.....	11	6	July 1 to 9...	9	6	July 23 to 31..	9	3
Aug. 2..	11	0	Aug. 29	8	6	Aug. 1 to 4...	9	2	Aug. 16 to 27.	9	0
Sept. 1..	10	1	Sept. 21 to 28..	7	6	Sept. 1.....	9	2	Sept. 27 to 30..	8	2
Oct. 31.....	9	3	Oct. 1 to 3....	7	10	Oct. 1. ...	8	1	Oct. 30.....	7	7
Nov. 1 to 9....	9	3	Nov. 25.	8	3	Nov. 1..	7	7	Nov. 25 to 30..	7	4
Dec 11.....	8	9	Dec. 18 to 21..	8	4	Dec. 22 to 31.	7	8	Dec. 1 to 6....	7	4
Jan. 1.....	8	6	Jan. 20 to 31..	8	3	Jan. 29 to 30.	8	6	Jan. 1.....	7	8
Feb. 2.	8	3	Feb. 5 to 18...	8	1	Feb. 1 to 6...	8	6	Feb. 28.... ..	8	1
Mar. 21.	15	9	Mar. 1 to 7...	8	0	Mar. 26 to 30	8	7	Mar. 1 to 5....	8	1
April 3. ...	21	9	April 7 to 13..	12	4	April 1 to 12.	8	7	April 13 to 30.	8	6
May 1 to 7...	22	0	May 31..... ..	17	8	May 19 to 26.	8	11	May 1 to 4...	8	6
June 4.....	18	0	June 30.....	14	10	June 15 to 30	9	1	June 1 to 14..	9	0

ST. LAWRENCE DISTRICT.

SUPERINTENDING ENGINEER'S OFFICE,
CORNWALL, 1st July, 1894.

SIR,—I beg to submit the following report for the fiscal year ending 30th July, 1894, upon the maintenance of the canals in my charge, also upon the new works of construction, surveys, &c., in connection with their enlargement.

The St. Lawrence district extends from the province line, Lake St. Francis, to the Harbour of Presqu'Ile on Lake Ontario, and includes the Cornwall, Williamsburg and Murray Canals, together with the improvement of the channel way in the intermediate navigable reaches.

CORNWALL CANAL.

Maintenance.

Navigation for the season of 1893 was closed on the 9th December.

The canal, which was unwatered on the 10th of March, 1894, to permit the works of construction to be proceeded with, and also the ordinary spring repairs, was opened for traffic on the 23rd of April following.

Navigation is being maintained in a fairly satisfactory manner, notwithstanding the inconvenience to which forwarders and vessel owners are occasionally subjected owing to the prosecution of the works of enlargement or accidents to lock gates, necessitating the lowering of any of the levels.

As on the 15th November, 1893, the propeller "Cuba," in entering lock No. 17, struck a lower gate, breaking the suspension rod, thereby stopping navigation about 21 hours, and causing damage to the amount of $96.20, a statement of which, with a request for payment, was duly rendered to her owners by the superintendent.

And again, at the same lock, on the 8th of May last, the thread of an anchor bolt was stripped by the weight of the gate, and was replaced by a new one, causing a stoppage in navigation of 11 hours.

As a rule, unwatering when necessary has only been permitted during off hours on Sundays, viz., between 6 a.m. and 9 p.m.

The water for manufacturing purposes has not been interfered with except as in the case of the "Canada Cotton" and the other east end mills, to increase the supply by lowering the breast of the weir at old lock No. 17.

The usual works of renewal and repair at the shops were carried on during the winter and the necessary repairs to structures and banks made whilst the canal remained unwatered.

The gate lifter "John Page" has been repaired and strengthened.

Three pairs of gates have been rebuilt and placed in reserve for the old locks.

One of the repair scows has been partially rebuilt.

As anticipated, the efforts of the superintendent's staff to keep the old entrance locks Nos. 15 and 16 in working order, have failed and a sum has therefore been placed in the estimates for 1894-95, for their necessary repair, which it is proposed to expend during the present season.

In connection with repairs required on old lock No. 16, the subject of converting the basin between it and lock No. 17 into a dry dock is again submitted for the approval of the department.

The estimates also include sums for the construction of a telephone line for canal purposes and the extension of the Government sewer westwards to Wood's Creek culvert.

Extensive repairs and renewals not provided for in the estimates are required at the following works, viz.:—

The ice breaker at the foot of the canal.

Old locks Nos. 15 and 16, partially provided for as stated above.

Bearings for pivots of all gates, new locks Nos. 15 and 17.

The waste weir new lock No. 17.

The collector's office and lock-houses in connection with lower entrance.

The superstructure of the pier at upper entrance, including ice breaker.

The question of building houses for lock and bridge tenders at all new structures is submitted for your consideration, as also that of waste weirs for the levels between locks Nos. 18 and 20.

The superannuations of the past year are as follows, viz. :—

Duncan McDonell, foreman and diver, 14th June, 1893.

John Denneny, assistant bridge tender, 1st December, 1893.

No fines were imposed; nor any dues for wood or winterage charged during the past year.

The locks at the lower entrance were dismantled and otherwise prepared for winter immediately after the closing of the canal, on the 9th of December, and the gate lifter, scows, &c., laid up in the Cornwall basin.

The highest water recorded during the year at lock No. 15, lower entrance, was 22 feet 6 inches, and the lowest, 9 feet 3½ inches; at lock No. 21, the guard lock, the highest was 11 feet 8 inches, and the lowest 6 feet 6 inches.

The above levels are with reference to the old mitre sills.

CORNWALL CANAL ENLARGEMENT.

Construction.

The canal has a total lockage of 48 feet and surmounts the Long Sault Rapids.

It extends from the town of Cornwall westwards to the village of Dickinson's Landing, a distance of 11½ miles.

It was completed and first opened for traffic in the year 1843.

It is located on the north side of the St. Lawrence, on ground sloping rapidly towards the river, and at a considerable elevation (generally about 30 feet) above it.

By closely following the margin of the river, high embankments became necessary, which, when imperfectly constructed (as has been found to have been the case) have under certain conditions been subjected to frequent land slides, accompanied by subsidence, entailing as in 1888, very serious consequences. The works of enlargement now under construction consist in deepening, widening and straightening the original channel, in strengthening and protecting the embankments and in the construction of new and enlarged locks, supply weirs, bridges, &c., also in addition to the above included in the original contract, the construction of dams across the north or Sheik's Island channel with the necessary regulating weir, &c., on the island, designed to perfect the channel way and do away with the existing sinuous and imperfectly constructed embankments west of the village of Milleroches.

As no change or improvement in the original alignment was contemplated or provided for in the scheme for enlargement, attention was directed to the fact that the class of vessels for which the enlarged canal is designed would have great difficulty in navigating it, and that on certain curves on sections Nos. 6 and 7 west of Milleroches, it would be practically impossible for vessels of full canal size to pass each other when under headway.

The enlargement at the lower or eastern entrance (section No. 1) was commenced in 1876, and with the exception of some work on old lock No. 17, the weir and headrace to the mills, was completed in 1882.

Section No. 10, the upper entrance, which is still in progress, was commenced in 1884, and will be finished this season.

In 1888, the remainder of the work required to complete the enlargement was placed under contract and, except sections Nos. 6 and 7, is still in progress.

And in 1893, the contract for section No. 4 was extended to include the construction of the Sheik's Island dams, which have been commenced and the contracts for sections Nos. 6 and 7, and parts of 5 and 8 affected by their construction cancelled.

STATEMENT of work under existing contracts and in progress.

Locality.	Section.	Contractors.	Date of Contract.
Cornwall	2	Wm. Davis & Sons	November 5th, 1888.
Lock No. 19	3		
Maple Grove	4		
Sheik's Island Dams			
Milleroches	5	The Gilbert Blasting and Dredging Co	November 2nd, 1888.
Moulinette	6		
Land Bridge	7		
Long Sault	8		
Dickinson's Landing	10	Jocks, Delorimier & Broder	April 7th, 1884.

Section No. 2, includes the completion of Section No. 1.
Section No. 4, includes the Sheik's Island dams.
Section No. 8, adjoins section No. 10.

The water was drawn off the canal by the 10th March, 1894, and so continued until the 23rd April following. This enabled the contractors on sections Nos. 2, 3 and 4, to proceed with work which could not be carried on during navigation.

The stone delivered during the year was procured from the quarries at Cornwall, Maple Grove and Milleroches.

Masonry was continued throughout the season of 1893, until stopped by frost in November, 1893, and begun again on 19th March, 1894, and has since been continued without interruption.

SUMMARY OF THE YEAR'S WORK.

Section No. 2.

The new supply weir has been completed and brought into use.

The south retaining wall of the swing bridge has been extended past the grist mill and electric light works.

Good progress has been made with the excavation in the straightening of the channel above lock No. 18.

Section No. 3.

The foundation of the supply weir at lock No. 19 has been put in and masonry commenced.

The masonry glance pier at foot of lock No. 19, has been built and a connection made at the head between the old and new locks.

The new lock has been fitted up and will soon be ready for use.

Excavation, and widening and strengthening the bank east of the lock is progressing satisfactorily.

Section No. 4.

The extension of the south wall of the supply weir to connect with the head of the old lock No. 20 has been completed.

The supply weir has been finished and brought into use. The south-west extension wall of the new lock, and the embankment in rear of it, have been completed, and the upper entrance to the lock widened and deepened.

Section No. 5.

One small dredge has been working, but makes so little progress that the contractors have again been notified that they must increase their force in order to finish the dredging by the 1st July, 1895.

Sections No. 6 and 7.

Owing to its having been decided to proceed with the construction of the Sheik's Island dams (pending which decision all operations have been suspended since 1891) these contracts have recently been cancelled, all works stopped, and a settlement effected with the contractors.

Section No. 8.

The dredges have made fair progress with the excavation which it is expected will be completed this season.

Section No. 10.

The excavation on this section has been completed. The old guard lock and supply weir have been removed. Some trimming up of the banks is all the work required to be done to finish this contract.

Sheik's Island Dams.

Work was commenced in June, 1893, the water being shut out of the channel by a temporary dam at the head of Sheik's Island.

The seats of both dams have been cleared, the trenches for slopes and cut-offs formed, and the masonry in cut-off walls in the centre of each dam commenced, and a considerable quantity of puddle, and earth and stone filling, has been put in the body of the dam.

Preparations are being made to commence the excavation for the tail race, and that for the regulating weir at the lower dam is well advanced.

The deepening and widening of the channel is now nearing completion, the work remaining to be done is chiefly on sections 2, 4, and 5 and the new channel formed by the Sheik's Island dams.

In order to raise the water in the levels between locks Nos. 17, 18 and 19, two feet, as provided for in the contract, the walls of the old lock No. 17, the supply weir and banks, the head race and the north bank of old canal west to the town wharf will have to be raised, also the walls of old locks No. 18 and 20.

Work on the lock gates is well advanced. Six pairs have been built, and four pairs have been placed in position.

Attention is again directed to the necessity which exists for the widening and straightening of the upper entrance to this canal. Also to the propriety of extending and improving the direction of the north pier at the lower entrance. And to the proposed raising of the level of the coping of the new guard lock from 18 inches to 2 feet, to provide protection to the works during high stages of the river.

WILLIAMSBURG CANALS.

Maintenance.

The several divisions of these canals, viz., Farran's Point, Rapide Plat, and the Point Iroquois Junction, and Galops, collectively styled the "Galops Canal," were closed for navigation on the 13th December, 1893, and reopened for the season of 1894 on the 23rd April last.

The buoy service between Prescott and Dickinson's Landing was performed soon after the opening of navigation and thirteen new buoys substituted for those found to be unfit for use.

Navigation has been maintained in a satisfactory manner during the year, notwithstanding the prosecution of the extensive works of enlargement.

No unusual interruptions have occurred to traffic, and the water has generally been up to its normal height, viz., 9 feet on the mitre sill of old lock No. 23.

There have been no accidents during the year to report.

Only ordinary repairs have been made to the various structures, lock gates, bridges, &c., and to the banks, booms and entrance piers.

But extensive renewals and repairs at Farran's Point and the Galops Canals will have to be made next season, which should be provided for in supplementary estimates for 1894-95, viz. :—

Farran's Point.—Renewals of superstructure of wharf and south pier at lower entrance, and new pair of lower gates.

Point Iroquois.—Renewal in part of rock booms.

Cardinal.—Renewal of superstructure of wharf and south pier at lower entrance.

Galops.—Renewal of superstructure of pier and ice-breaker at upper entrance.

The following fines have been imposed on the undermentioned vessels for want of care and disregard to canal regulations, viz :—

Steam barge "Hall," August 11, 1893.....	$20 00
do tug "Montmorenci," August 22, 1893.....	5 00
Barge "American," September 14, 1893.....	5 00
do "Adele," May 26, 1894.....	5 00

It is intended to replace the upper gates of lock No. 23, now in use by new ones, for which purpose the required sum has been included in the estimates for 1894-95.

The lowest water on the sill of lock No. 23, the governing point on these canals, was 5 feet 11 inches, and the highest 11 feet 2 inches.

The lowest water on the sill of lock No. 27 was 7 feet 1 inch, and the highest 11 feet.

WILLIAMSBURG CANAL ENLARGEMENT—CONSTRUCTION.

Farran's Point.

This canal is about ¾ of a mile in length and has a lockage of 3½ feet. It overcomes a short rapid above the village of Farran's Point, situated about 5 miles west of Dickinson's Landing, the head of the Cornwall Canal.

There are no works under the head of construction to report.

A location survey has, however, been made for the enlargement of this work, including a general survey and examination of the channel leading from the proposed new upper entrance at Empy's Point (Point Avoyon), following the north shore westward through the passage between Little Cat Island and the village of Aultsville, on the mainland, and from the present lower entrance, the survey was extended east to Baker's Point below the "Big Eddy" and connecting with the deep straight channel leading to the Cornwall Canal.

Plans have been prepared showing the proposed manner of enlarging the canal and of extending both the entrances to a safe distance beyond the influence of the eddy and current.

Rapide Plat.

The lockage on this canal is 11½ feet, it surmounts the rapid of Rapide Plat, and extends from the village of Morrisburg west to Flagg's Bay, about 3¾ miles.

The works now under contract and in progress are as follows, viz. :

Location.	Section.	Contractors.	Date of Contract.
Morrisburg.....	1	Poupore & Fraser.....	January 26th, 1891.
Mariatown	2	The Weddell Dredging Co.....	January 12th, 1891.
New Road..... Flagg's Bay....	3	Poupore & Fraser..... ..	January 26th, 1891.

The change in aligment on section No. 4 is included in section No. 3.

The enlargement was commenced in 1884, on section No. 4, the upper or western entrance, which was completed and brought into use in 1888.

The work of enlargement consists in the deepening and widening of the old channel and in constructing new locks and supply weirs, and the necessary retaining walls, protection crib-work, &c.

Section No. 1.

This section extends west along the river front of the village of Morrisburg and includes the new lock..

A change in the alignment of the lower end of this section has been made by placing the centre line of the new lock parallel to that of the old lock No. 23, thereby improving the direction of the river entrance and enabling upward bound vessels to avoid the strong current.

Dredging operations were stopped on 27th October, 1893, resumed again on 27th April, 1894, and are progressing favourably. The material excavated has been utilized in widening and strengthening the towing path and in forming an embankment upon and outside the protection crib-work.

The formation of a trench for a close pile dam or bulkhead to protect the south wall of the old lock was completed in March, 1894, in accordance with the modified plan of March, 1892.

A leak occurred on the 2nd October, 1893, during the construction of the above mentioned trench, owing to the defective condition of the foundation of the old lock, and to avoid interfering with navigation immediate steps had to be taken to secure the upper south-west end of the old lock wall, thereby incurring an unexpected outlay.

Again, on the 9th January, 1894, while excavating that portion of the trench, the same leak broke out at a lower level, but had assumed an entirely different direction; the water was let out of the canal to allow of permanent repairs being made, and after a few days' delay the excavation of the trench was completed without encountering further obstacles.

The excavation of the lockpit by a steam excavator was commenced on the 1st April, 1894, and is now in progress. The material excavated is being deposited in bank immediately outside the protection crib-work, in order to strengthen and complete the coffer dam.

For the unwatering of the lockpit, two steam pumps are being erected, in the meantime two small pulsometer pumps are doing good service.

The construction of the crib-work for the seat of the north retaining wall of the canal, was stopped on the 25th November, 1893, resumed on the 8th May, 1894, and will be completed in a few weeks. The masonry for the above wall was commenced on the 18th April, 1894, and is now making very satisfactory progress.

The stone for the lock, which is being cut and prepared at Milleroches quarry, Cornwall Canal, and that for retaining walls, &c., at the Wolfe Island quarries, is being delivered on the works.

In connection with the works of enlargement at lock No. 23, attention is again directed to their dangerous character, owing to the proximity of the new to the old lock, and the extraordinary and therefore expensive measures necessary in the interests of navigation to preserve the latter work.

Section No. 2.

This section begins at the west end of the village of Morrisburg and extends westward to near Mariatown.

The work on this section consists chiefly of excavation, *i.e.*, dredging and dry work.

The dredging operations were stopped on the 20th December, 1893, and resumed on the 15th March, 1894. Two dredges are now engaged on the work.

The material dredged has been utilized in widening and strengthening the towing paths and embankments throughout the section.

For the protection of the outside slope of the river bank, a stone talus is being built.

The dredging will probably be completed early in the season of 1895.

Section No. 3.

Section No. 3 commences a short distance above Mariatown and extends west to within a short distance of the new guard lock (No. 24). It includes the widening and deepening of the east end of section No. 4, and extends to the spoil grounds, and other works connected with Flagg's Bay.

The dredging operations were stopped on the 19th December, 1893, and resumed on the 21st March, 1894, and have since been continued without interruption.

The excavation for dry work was stopped on the 30th November, 1893.

The excavated material is principally utilized in widening and strengthening the towing paths and embankments, a portion only of the dredged material being conveyed in scows to the dumping ground on Canadian waters, on the south side of the channel near Ogden's Island, and wasted.

Section No. 4.

The work on section No. 4 was finished in 1888, and at once brought into use.

It comprises the new guard lock (No. 24) and supply weir, and the formation of the upper entrance to the canal, and also of the prism for a short distance below the lock.

Since the completion of the contract, it has been found necessary to change the alignment at the lower end of this section.

The work in connection with which is included in section No. 3.

GALOPS CANALS.

Point Iroquois Division.

This canal as originally constructed was about 3 miles in length, with a lockage of 5 feet 7 inches at lock No. 25, in the village of Iroquois, from whence it extends westwards to Presqu'Ile, overcoming the Point Iroquois Rapid, and other stretches of swift water, as at Sparrow Hawk's Point, &c.

About ten years after the completion of these works, some important changes were made, viz., the lower mitre sill of lock No. 25 was lowered 3 feet 2 inches, and means afforded of regulating the depth of water on the upper sill, and consequently in the canal, by connecting it by means of an embankment in the river with the Galops Canal at Point Cardinal (lock No. 26).

There are no works of construction on this division on which to report.

The Junction Division.

The Junction Division commences at Presqu'Ile and extends up stream to lock No. 26, at the village of Cardinal.

It consists chiefly of an embankment about 2½ miles in length, formed in the river and connects the Galops and Point Iroquois divisions, and thereby, as stated above, raises the water and affords a means of controlling the level in the Iroquois reach.

The fall in the river between the above mentioned canals is one foot seven and a half inches.

Work on the junction was completed in 1856.

There are no works of construction on this division whereon to report.

Galops Division.

This, the original Galops Canal, had a lockage of 6 feet 8 inches, and extended upwards from the village of Cardinal, about two miles to the head of the Galops Rapid, which it was designed to overcome, and which commences about 7 miles east of the town of Prescott.

Some years after the completion of the canal, the pier head was extended up stream by crib-work, and the lockage or fall increased 11½ inches.

The guard lock (No. 27) at the upper entrance, is the most westerly lock on the St. Lawrence navigation.

Upper Entrance.

The work now under contract and in progress, and for which Messrs. Murray & Cleveland are the contractors, was commenced in 1889. Their contract was entered into 14th November, 1888, to be completed 15th June, 1891. It embraces the construction of a lift lock, and of a guard lock and supply weir, also the deepening, widening and straightening of the channel from the upper entrance to Round Bay, a distance of about one mile, and the removal of the old guard lock, &c.

Masonry was stopped on the 15th November, 1893, and resumed on 18th April last.

The undermentioned works have been completed during the year, viz. :—

The guard gate extension to the lift lock.

The connecting wall at the west end between guard and lift locks and also the lower extension walls of both locks.

Five pairs of lock gates have been completed, launched, and are ready for hanging.

The protection crib-work to be used in straightening the tow-path above McLaughlin's Point has been completed in place and ballasted.

Dredging, and drilling and blasting operations have been carried on uninterruptedly during the working seasons.

All dredged material, except rock required on the work, and earth suitable for embankment, has been conveyed in dump scows to the dumping ground between Pier and Squaw Islands, and wasted.

The coffer dams have continued staunch and water tight.

The filling behind lock walls is well advanced, and will be completed within a short time.

Stone for the new supply weir has been cut at the Belleville quarries, and a large quantity delivered.

The timber also for the weir foundation and for the line of detached crib-work above the weir has been delivered.

A survey has been made of the lower portion of this canal for the purpose of deciding upon the nature of the enlargement and a location survey of the north channel leading westwards from the upper entrance has been completed.

Preliminary surveys have been made, or are in progress, of the Galops, Junction and Iroquois Divisions, and of the adjacent coast line and shoals, for the purpose of deciding upon the character and extent of the proposed enlargement.

Galops Rapid Improvement.

E. E. Gilbert & Sons, contractors.

Contract entered into 5th August, 1879, to be completed 1st June, 1881.

The Galops Rapid improvements consisted in the formation, by subaqueous excavation, of a straight channel 200 feet wide and 17 feet deep, through the shoals termed

respectively, "Upper Bar," "North" and "Caledonia" Shoals, "Island" shoal and "Lower Bar," the whole of which are included in a distance of 3,300 feet.

The work was completed in November, 1888, and tested as directed by the late Chief Engineer, who, in 1889, reported as follows:—

"The channel undertaken some years ago to be formed through these rapids has been completed.

"It is now 200 feet in width, straight, and from 16½ to 17 feet in depth, but pilots, as usual, prefer putting np with all the disadvantages of the old, crooked, shallow line, rather than use a new one with which they are unfamiliar.

"It is no uncommon occurrence for even this important and useful class of men to be a little prejudiced in favour of a route they have been accustomed to follow. It is, however, quite likely that the new line will ere long be found the most advantageous; at all events, this is certain to be the case when a larger, deeper-laden class of vessels is brought into use."

The channel which was first brought into general use last year is navigated by many of the large propellers and other vessels drawing over 9 feet of water, but is systematically avoided by the forwarding companies' barges.

The channel was examined and surveyed by officers of the department in 1891, and reported upon by me. Obstructions were found to exist on either side of the centre range marks; these the contractors asserted consisted of loose rock shoved into the channel since its completion by ice or from other natural causes.

Another and a much more elaborate survey has been completed. It was made during the season of 1892, under the direction of Mr. Kennedy, chief engineer to the Montreal Harbour Commissioners. The survey probably represents with the greatest accuracy and minuteness the depth and width of the channel and generally its present condition, but it is doubtful if the nature of the obstructions, whether rock in situ or loose rock will be determined.

This, the most important question as stated in my last annual report, can only be satisfactorily decided by sending a properly equipped dredging plant, to make an actual test of the material in the channel.

The survey ordered by the department, of the bed of the river, including also the new channel and its approaches and banks, which was commenced in 1891, was discontinued in 1892, for the reason that the operations connected therewith might to some extent interfere with Mr. Kennedy's work.

The water in the river has been at its medium stage, and the old or north channel has therefore been generally used, and the usual accidents to tows have occurred.

The new channel has not been examined since the spring of 1893, neither have the buoys been replaced, as a consequence it has temporarily fallen into disuse.

The North Channel.

This channel from the Galops to the head of Spencer's Island from its sheltered position and moderate current, may be regarded as an extension of the Galops Canal.

From Prescott to the head of the Galops Canal, the distance by this channel is 7 miles, or two-thirds of a mile shorter than by the main channel through American waters.

The channel was thoroughly explored during my survey of the river in 1872, and early in October of that year, with the water on the sill of lock No. 27 at 8 feet 10 inches, the tug steamer "Glide," drawing 8 feet 3 inches with five barges light, passed up the channel guided by the survey buoys.

Subsequently, in October, 1876, with the water 9 feet 4 inches on the sill, a large three masted vessel, the "Hemisphere," drawing 9 feet of water, was successfully piloted down this channel to the canal, by Capt. Moore, of Prescott, assisted by the tug "Arctic."

After leaving the canal, and clearing the shoals off Boulton's Point, the channel lies through deep still water in Munro's Bay, and following the general direction of the Canadian shore to Tuttle's Point, passing through the passage between it and Duck

Island, thence leaving the mainland, a deep channel with a moderate uniform current leads up between Drummond's and Spencer's Islands, and the banks below them to the open water above the islands; at this point the current becomes stronger, and the channel assuming the direction of the Windmill light, runs in deep water through a passage between the shoals off Wright's Point and the spit here abreast of the black buoys, which mark the north point of Chimney Point reef, all obstacles are passed, and the main navigable channel leading to Lake Ontario reached.

This work was thoroughly re-examined during the season of 1892, and a location survey completed. The line as now recommended differs slightly from that represented on the plans of preliminary survey made in 1872; in the matter of curves, &c., the route, however, is the same.

Accurate cross-sections have been made throughout, and drillings and borings made to test the material to be excavated.

The plans and specifications required for placing the work under contract have been prepared.

MURRAY CANAL.

Maintenance.

Navigation was closed for the season on the 3rd December, 1893, and opened on 1st April last, and has since been maintained without interruption.

The number of vessels passed through the canal for the year was 701.

No accidents have occurred and no fines were imposed during the year.

The bridge structures are in good repair, the railway bridge has been raised and adjusted by men from the Trenton Bridge Works.

New mooring posts have been supplied where required.

The semaphores at the railway bridges are working to the satisfaction of the railway officials.

A semaphore signal has been put up at the Smithfield Road bridge, and works satisfactorily.

The tow-paths formed of sand, west of the Smithfield road bridge, on the north side of canal, have been protected by gravel, also the north bank west of the railway bridge.

Generally, the banks have been maintained in good condition, the ditches kept open, and the rip-rap protection raised and repaired. See report of superintendent.

A substantial store-house, 20 x 30 feet, has been built on north side of canal, near Brighton Road bridge, which contains blacksmith's and carpenter's workshops.

The collector's office has been removed from the vicinity of the railway swing bridge to the west of the Smithfield Road bridge and placed on a stone foundation.

The bridge piers and abutments have all been repointed and a portion of the coping re-set.

Attention is directed to the subject of houses for the bridge tenders, the wharf, range lights, &c., for which there remains an unexpended balance on capital account.

The highest water recorded during the present season was 14 feet 7 inches, and the lowest 12 feet 2 inches.

Construction.

This work is situated at the head of the Bay of Quinté, and extends from the channel, across the Isthmus of Murray, to Presqu'Ile Bay, on Lake Ontario, a natural harbour and the future western terminus of river navigation.

This, the "harbour of refuge" of the north-east shore of the lake, lies near the village of Brighton, about 75 miles west of Kingston and within 120 miles of Port Dalhousie, the entrance to the Welland Canal.

The canal was completed in August, 1889.

The works included in the contract for its construction consist in:—

1. The cutting or canal proper, through the isthmus, and the formation by dredging and piers of convenient entrances at either end, a distance of fully six miles, located on a direct line from navigable water in the Bay of Quinté, through Twelve O'Clock Point, Dead Creek Marsh and Wease's Creek, towards Brighton Wharf.

The canal is practically an artificial "strait" or channel without locks, and is crossed by one railway, the Central Ontario, and three highway bridges.

2. The formation by dredging of the new entrance and channel to the harbour, through the "middle ground" and the other shoals which obstruct the present entrance, and also the channel near the Brighton shore to connect the harbour with the upper entrance to the "strait," a distance of about three miles.

The width of the channel across the isthmus is 80 feet on bottom, and that of the entrance thereto 200 feet, with a depth at ordinary low water (or zero of the Toronto harbour gauge) of 12 feet 6 inches, fully one foot below the level of the "Telegraph Island," and other shoals in the Bay of Quinté.

The new entrance to the Presqu'Ile Harbour is "bell-mouthed" in shape, and varies in width from over 1,000 feet in the lake outside the main light, to 200 feet in the channel way off Salt Point light, with a maximum depth of 16 feet.

In connection with the harbour and new entrance, the attention of the department is again called to the necessity for immediate action, with a view to the preservation of the standing timber remaining on the Presqu'Ile peninsula.

SURVEYS OF ST. LAWRENCE RIVER AND CANALS.

The work done under this head during the past season may be summarized as follows:—

The location and land surveys and plans for registration in connection with the Sheik's Island dams.

Also final measurements of sections Nos. 6 and 7 and portions of sections Nos. 5 and 8.

Further surveys for straightening and enlarging the upper entrance of the Cornwall Canal.

Further surveys of the river between lock No. 20 and the lower entrance, Cornwall Canal.

Additional surveys of the Point Iroquois division, Galops Canal.

A statement is appended showing the highest and lowest water during the past year at each of the canals in the St. Lawrence district.

The variations of the water level on the different canals are not uniform; the governing point assumed by the forwarding companies is at lock No. 23, Rapide Plat Canal, where the least depth of water on the mitre sill prevails at all stages of the river.

I have the honour to be, sir,
Your obedient servant,

TOM S. RUBIDGE,
Superintending Engineer.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Chief Engineer of Canals,
Ottawa.

STATEMENT of the Highest and Lowest Water on the Canals in the St. Lawrence District for the Year ending 30th June, 1894.

Month.	Cornwall Canal.				Williamsburg Canals.										Lake Ontario.	
	Lock No. 15.		Lock No. 21.		Lock No. 22.		Lock No. 23.		Lock No. 24.		Lock No. 25.		Lock No. 27.		Murray Canal.	
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft, in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
1893.																
July.....	11 5	11 1	11 1	10 7	10 9	10 3	10 7	10 3	10 9	10 4	13 7	13 0	11 0	10 6	14 7	14 0
August....	11 8	10 8	10 9	9 8	10 9	9 0	10 3	8 3	10 6	7 4	12 11	10 9	10 6	9 0	14 2	13 6
September.	11 7½	10 8	11 8	9 11	10 1	9 6	10 3	8 10	10 2	8 9	13 0	11 6	11 0	8 0	13 9	13 3
October ...	10 7½	10 2	11 8	9 0	11 0	8 7	11 2	8 0	11 2	8 2	15 6	10 8	10 4	9 0	13 5	12 6
November.	10 2½	9 6½	10 4	9 0	9 8	8 3	9 0	7 9	9 0	7 6	12 0	10 0	10 1	8 2	12 11	12 2
December .	20 6	9 3½	10 6	8 4	9 11	7 10	9 7	6 9	9 4	6 9	12 0	8 0	9 11	7 6	12 9	12 4
1894.																
January ..	22 6	15 0	10 3	8 9	10 2	8 0	9 6	7 7	9 0	7 4	11 3	9 6	9 11	8 4	13 0	12 8
February..	18 9	11 11	9 3	6 6	10 0	6 11	8 3	5 11	7 8	5 5	10 2	7 2	8 10	7 6	13 1	12 10
March	21 0	10 7½	10 6	7 10	10 0	9 0	9 6	7 3	10 0	6 3	12 6	8 2	10 6	7 1	13 5	13 0
April	10 9½	10 3	10 6	9 7	10 1	8 10	9 8	8 4	9 9	8 5	12 4	11 0	10 0	9 6	13 6	13 2
May.....	11 10	10 4	10 7	9 10	10 0	9 3	9 11	8 10	10 2	8 9	12 11	11 5	10 6	9 5	13 9	13 3
June.....	11 0½	10 7½	10 11	10 6	10 6	10 0	10 1	9 8	10 5	9 8	13 2	12 2	10 9	10 2	14 0	13 10

MURRAY CANAL.

BRIGHTON, ONT., 31st July, 1894.

SIR,—I have the honour to submit the following annual report on the works under my charge for the fiscal year ended 30th June, 1894 :

Navigation closed on the 3rd December, 1893, and opened on 1st April, 1894.

The number of vessels passed through the canal from 30th June, 1893, to 30th June, 1894, was 701.

There was but one accident which occurred at 7.30 p.m., on Sunday, 9th July, 1893, and was caused by the steamer "Magnet" running into the Trenton Road swing bridge to which she did damage amounting to about $30.

The tow-path ditches have been thoroughly cleaned out the entire length of canal on both sides twice, and two cuts have been put through spoil banks in the sand at east end, to prevent the water in spring time running over the edge into canal.

The swing bridges have been all thoroughly gone over and all nuts and stays tightened and centres readjusted.

A substantial store-house has been built on the north side of canal near Brighton Road bridge, 20 feet by 30 feet in size, and two stories high, fitted with a blacksmith's and carpenter's shop.

The thistles and other weeds have been carefully cut, and grass seed has been sown on the banks, the seed sown last year has come on very well and tends to prevent the earth washing from the spoil banks into the ditches.

The toll office has been moved from the vicinity of the railway swing bridge to the west of Smithfield bridge and put on a stone foundation ; a well has been dug near office and a pump put in, an alarm bell has been placed also to indicate the approach of vessels.

The filling was replaced behind the dry stone walls on south side at Brighton Road bridge, the railway bridge and Trenton Road bridge, and the wall straightened up where it had fallen in.

Early in the spring the ice was cut out of the ditches in order to prevent the water rising over the tow-path.

The cut stone piers have all been repointed and some of the top stones relaid.

Painted signs have been placed upon each bridge to warn the public against fast driving over same.

There have been graded and gravelled 3,800 feet of path west of the Smithfield Road bridge on the north side of canal, and there are 7,100 now graded ready for gravel.

Stone has been broken to the amount of 1,050 yards and put into the rip-rap.

Gravel has been put on the path between Brighton Road bridge and Trenton Road bridge amounting to 2,060 yards.

The mooring posts have been inspected and ten replaced and packed in with broken stone.

A semaphore signal has been put up on the Smithfield Road bridge and works in a most satisfactory manner.

I have the honour to be, sir,
Your obedient servant,

T. P. KEELER,
Superintendent, Murray Canal.

TOM S. RUBIDGE, Esq.,
Superintending Engineer, St. Lawrence District,
Cornwall.

CORNWALL CANAL.

CORNWALL, ONT., 11th August, 1894.

SIR,—I beg leave to submit the following report of the works under my charge for the year ending 30th June, 1894.

The Cornwall Canal had an unusually busy season during 1893, the amount of traffic being largely in excess of any previous year since I have been in charge. Navigation was uninterrupted except for short periods mentioned below. Accidents were very few, and, on the whole, the year has been most satisfactory.

On 15th November, 1893, the steamer "Cuba" on entering lock 17 from below, struck the south gate and broke the suspension rod, causing a delay of twenty-one hours. Very few boats were delayed by the accident.

An account to amount of $96.20 was rendered owners of vessel and a copy forwarded to department.

On 8th May, 1894, the thread of anchor bolt on lock 15 was stripped by the weight of the gate and required to be replaced by a new one, causing a delay of 11 hours.

Canal was closed on 10th December, 1893. During winter the mechanics were employed making foot bridges, top bars, sheaves, knees, wheelbarrows, &c., as well as general repairs for spring. Water was let out of canal on 10th March, 1894, and remained out until 22nd April. The length of time was for convenience of contractors. While water was out, locks were cleaned out and repaired where necessary, and banks attended to. Navigation opened on 23rd April. During this season all necessary repairs were attended to as required. One of the scows was partially rebuilt. Three pairs of old gates were rebuilt. The gate-lifter had a good deal of repairs. Wharf at foot of canal was damaged by ice during winter and was repaired this season.

I append a statement of height of water for past year.

I have the honour to be, sir,
Your obedient servant,
A. P. ROSS,
Superintendent.

T. S. RUBIDGE, Esq., C.E.,
Superintending Engineer,
Cornwall, Ont.

CORNWALL CANAL.

STATEMENT showing depth of water in River on Mitre Sills of Lock No. 15, at Lower Entrance, and Lock No. 21, at Upper Entrance, for Fiscal year ending 30th June, 1894.

MONTH.	Lock 15, Lower Sill.				Lock 21, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1893.	Ft.	in.	Ft.	in.	Ft.	in.	Ft.	in.
July	11	5	11	1	11	1	10	7
August	11	8	10	8	10	9	9	8
September	11	7½	10	8	11	8	9	11
October	10	7½	10	2	11	8	9	0
November	10	2½	9	6½	10	4	9	0
December	20	6	9	3½	10	6	8	6
1894.								
January	22	6	15	0	10	3	8	9
February	18	9	11	11	9	3	6	6
March	21	0	10	7½	10	6	7	10
April	10	9½	10	3	10	6	9	7
May	11	10	10	4	10	7	9	10
June	11	0½	10	7½	10	11	10	6

WILLIAMSBURG CANALS.

MORRISBURG, ONT., 2nd August, 1894.

SIR,—In compliance with your letter of the 24th July last, asking for the annual report on the works under my charge on these canals, I herewith submit the following :—

These canals were closed on the 13th of December last, and were opened again to navigation on the 23rd of April, 1894.

We have had no accidents during the year, and the several canals have been kept in good working order. The work of enlargement of the Rapide Plat Canal has been so far completed that the movements of vessels have been facilitated.

The water has been well up to the ordinary level during the navigable year.

There have been several fines on vessels imposed during the year and are as follows :

Steam barge " Hall," 11th August, 1893	$20 00
Tug " Montmorency," 22nd do 1893	5 00
Barge " American," 14th September, 1893	5 00
do " Adele," 26th May, 1894	5 00

The work done by the repairs staff has been general on each canal.

FARRAN'S POINT CANAL.

Lock 22.—One valve and lifting rod on upper gate of this lock were renewed. Both gates were raised twice and slight repairs made to piers and lock.

RAPIDE PLAT CANAL.

Lock 23.—New valves were put in upper gates of this lock. Bridge planks, one knee and one sheave were renewed. General repairs were made on gates and crabs. This lock had to be cleaned out several times during the year, on account of the new work rolling so much gravel and small stones along the bottom, and also on account of the lowering of the water every Sunday three feet to accommodate the laying of stone on piers along the north side of section No. 1.

Lock 24.—The boom had to be repaired at its fastenings, and general repairs were made to gates and crabs.

GALOPS CANAL.

Lock 25.—General repairs were made on gates, bridges, buildings and fences, piers and wharf. The booms in the canal had to be largely renewed. The ditch was extensively cleaned out and stone relaid.

Lock 26.—The gates here were raised and repaired, and also the bridges. Several of the coping stones were relaid and bolted. This lock had to be cleaned out several times, and many minor repairs were made to piers.

Lock 27.—General repairs to gates and locks were made. One knee and one block were renewed. The entrance to weir cleaned out and a new boom placed at mouth. This lock also had to be cleaned out frequently from stone, ground and logs.

The banks of the canal were restored and repaired in many places.

Thirteen new buoys were purchased, and with those we had on hand, nineteen were placed in the river at the proper points between Prescott and Dickinson's Landing.

General repairs were made on buoy boat, such as replanking, caulking and painting, The scow was nearly rebuilt ; one side and covering, and on the inside the posts and braces were renewed. It was wholly caulked and painted and is now as good as new. The ways were repaired for hauling out last fall and as they are extensively rotten, they are no longer safe for this work.

Many minor repairs to locks, gates, piers and operating appliances, though small, individually represent, on the whole, a large amount of labour and consumption of supplies.

I annex a statement showing the extreme depth of water on the mitre sills of the entrance and exit locks during the year from 1st July, 1893, to the 30th June, 1894.

The above is respectfully submitted.

Your obedient servant,

CHAS. E. HICKEY,
Superintendent.

T. S. RUBIDGE, Esq.,
Superintending Engineer.

WILLIAMSBURG CANALS.

STATEMENT of the Highest and Lowest Water for the Year ending 30th June, 1894.

Month.	Lock No. 22.		Lock No. 23.		Lock No. 24.		Lock No. 25.		Lock No. 27.	
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
1893.										
July	10 9	10 3	10 7	10 3	10 9	10 4	13 7	13 0	11 0	10 6
August	10 9	9 0	10 3	8 3	10 6	7 4	12 11	10 9	10 6	9 0
September	10 1	9 6	10 3	8 10	10 2	8 9	13 0	11 6	11 0	8 0
October	11 0	8 7	11 2	8 0	11 2	8 2	15 6	10 8	10 4	9 0
November	9 8	8 3	9 0	7 9	9 0	7 6	12 0	10 0	10 1	8 2
December	9 11	7 10	9 7	6 9	9 4	6 9	12 0	8 0	9 11	7 6
1894.										
January	10 2	8 0	9 6	7 7	9 0	7 4	11 3	9 6	9 11	8 4
February	10 0	6 11	8 3	5 11	7 8	5 5	10 2	7 2	8 10	7 6
March	10 0	9 0	9 6	7 3	10 0	6 3	12 6	8 2	10 6	7 1
April	10 1	8 10	9 8	8 4	9 9	8 5	12 4	11 0	10 0	9 6
May	10 0	9 3	9 11	8 10	10 2	8 9	12 11	11 5	10 6	9 5
June	10 6	10 0	10 1	9 8	10 5	9 8	13 2	12 2	10 9	10 2

WELLAND CANAL.

ST. CATHARINES, ONT., 28th September, 1894.

SIR,—I beg to submit my annual report upon the Welland Canal and its branches for the fiscal year ending 30th June, 1894.

Among the larger items of repairs to locks, weirs and bridges, may be mentioned the taking down and rebuilding of the rest piers of bridge No. 4, which carries the Welland Branch of the Grand Trunk Railway over the Welland Canal, between Port Dalhousie and St. Catharines.

These piers had been struck at intervals by passing vessels until their condition was such as to necessitate their being taken down and rebuilt, which work was done, and the bridge fenders renewed during the season of closed navigation.

On the line of the 12-mile creek adjoining lock No. 23, the dry wall which had retained the outer slope of the canal bank gave way, for a distance of about 60 feet, and was taken down and rebuilt with native cement mortar.

On lock No. 24 level, a leak occurred 1st November, at the point where the 12-mile creek is passed under the new canal by a stone syphon culvert, and here the water was found to have passed down by the side of the culvert and under the floor which it burst up, allowing the canal water to escape into the culvert.

To stop this leak, it was necessary to unwater lock No. 24 level, and form dams across the 12-mile creek above and below the syphon culvert to admit of its being pumped out.

This work which would have been impracticable in the usual condition of the stream at the season mentioned, was done under the most favourable conditions of weather, the leak stopped and navigation resumed 7th November.

On the morning of 11th November, a second leak of the same nature occurred near the one just spoken of, when the same operations were repeated and navigation resumed 13th November.

At the raceway below lock No. 25 weir, the east wall had been settling for some years, and was so far displaced that for about 70 feet in length it was necessary to take it down and rebuild it.

This was done in the months of March and April.

Repairs at the Dunnville dam and bridge over it, were required in consequence of damage by ice, during the first week in March, the freshet being above the average, and causing more or less damage along the entire length of the Grand River.

On the line of the old canal, the four gates of lock No. 1 were carried away, 30th May, by the steamer "City of Windsor," when upward bound, the steamer not being checked in time and striking the head gates with the usual result.

The gates were much damaged, the breast wall also, and the timbers forming the mud pocket were carried away.

New gates were hung as speedily as possible and navigation resumed, but the repairs were not completed 30th June, and will be spoken of in the current year's report.

The minor repairs of locks, weirs, and bridges, banks, and water-courses, were attended to when required, and though small individually, gave constant employment to the repair force during the season of navigation, and required large quantities of timber, iron and other materials.

The interruptions to navigation worthy of mention, were in the order of their occurrence, on the evening of 30th May, and until the evening of 3rd June when navigation on the new canal was stopped by the carrying away of the gates of lock No. 1 old canal by the steamer "City of Windsor," already mentioned, the unwatering of the level above lock No. 1 old canal, necessitating the unwatering of No. 1 level new canal also.

On this occasion navigation by the old canal, between Port Dalhousie and St. Catharines, was not resumed until the evening of 9th June.

A bond for the sum of $5,000 was given by the owners of the "City of Windsor" and others, to ensure payment of the cost of repairs when completed, which bond is held in this office.

On the 5th of October the steamer "Toledo" ran into and displaced the left upper gate of lock No. 25, causing a delay to navigation of 24 hours.

From 1st November to 7th November navigation was interrupted by the leak at Hoover's culvert, and a still further interruption occurred by a second leak at Hoover's culvert from 11th to 13th November.

Of the damages to canal property by vessels, as seen on the accompanying statement marked A, the most extensive was by the steamer "Cadillac," which struck the centre pier crib fender of the Humberstone Bridge, when bound down on the 10th July, 1894, destroying the crib, which has since been rebuilt, and paid for by the vessel owners.

On 13th July the ss. "Interocean" ran into the Welland bridge fenders, when bound down.

On 26th July the ss. "Everett" when bound up, ran into the north end of the centre pier fenders of the Humberstone bridge.

On 14th September the ss. "Britannic" bound down, ran into the Port Robinson bridge fenders.

On 5th October the ss. "Toledo," when bound up, ran into the left upper gate of lock No. 25, and on the 25th October the ss. "Monteagle" bound up, ran into the Allanburgh bridge fenders.

The above are the most extensive damages, as seen by reference to the statement where the amounts are given, the other items being of the same character, but less in amount, the last column of the statement shows where the amounts were paid.

Prior to the opening of navigation in the spring of 1894, a reorganization of the canal staff was put into effect, by which the services of three overseers, a harbour master, a pay-master, and 33 lock and bridge tenders were dispensed with.

The reduction in the number of overseers was effected by lengthening the beats, No. 1 extending from Port Dalhousie to Marlatt's bridge on the new canal, No. 2 extending from the north side of Marlatt's bridge to the south side of the Welland bridge, and the old canal also; No. 3 extending from the south side of the Welland bridge to Port Colborne, and No. 4 comprising the feeder, the Port Maitland Branch, and the works about Dunnville.

The paymaster's duties were added to those of the clerk in the canal office, St. Catharines.

The reduction in the number of the lock and bridge-tenders on the new canal was effected by dispensing with bridge-tenders in cases where the bridges were so near the locks, that the bridge-tender's duties could be performed by the lock-tenders on the adjoining locks.

The old canal, above St. Catharines, has for some years been little used as a navigable channel, and the force was reduced to that necessary to pass the occasional scows, rafts, &c., and regulate the flow of water now affording excellent facilities for manufacturing.

The majority of the men on the old canal were contributors to the superannuation fund, and those whose services were no longer required on the old canal were found employment as lock or bridge-tenders on the new canal, by dispensing with the services of men on the new canal, who were not contributors to the superannuation fund.

The canal has been worked efficiently with the reduced staff.

All supplies for the operation and maintenance of the canal have been furnished by tender, except in some very trifling matters, where unexpected wants had to be met without delay.

Statement B contains a list of fines collected from vessel owners and lock-tenders, for breaches of canal rules and regulations, the amounts having been paid to the collectors of canal tolls, as shown.

Statements C and D give the recorded highest and lowest depths of water on the mitre sills of the old and new locks at Port Dalhousie and Port Colborne, respectively, for every month in the year.

The canal was closed 11th December, 1893, and was opened for navigation 19th April, 1894.

Operations chargeable to Income.

Under the above heading is embraced the renewal of the superstructure of the east pier at Port Dalhousie, the removal of a slide on the summit level of the canal, and the the improvement of the back ditches on the Welland Canal feeder.

The Port Dalhousie piers, which had been originally constructed of timber, required renewal of the superstructure, and a commencement was made in 1888, the renewed portion being formed of concrete from a foot below water line.

The work done in 1888 having given good results, it was decided to continue the renewal in concrete, and tenders having been called for, the work was awarded to Mr. John Riley, of St. Catharines, his tender being the lowest.

The contract covered 476 feet in length of the east pier, which work has been completed in a satisfactory manner.

At a point about half a mile north of the Air Line Railway crossing of the Welland Canal, a slide had occurred on the west side of the canal, where for about 500 feet in length the slope of the cutting, and spoil bank in rear of it, had moved forward and narrowed the channel objectionably.

The contract for the removal of the slide was awarded to Mr. John McNamee, his offer being the lowest, and the work has been completed as specified.

A mile in length of the back ditch on the north side of the Welland Canal feeder, was deepened and improved by Mr. Peter Neff, under contract, his tender for that work being the lowest.

I have the honour to be, sir,
Your obedient servant,

W. G. THOMPSON, *M. Inst. C.E.*
Superintending Engineer.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Deputy Minister and Chief Engineer, Railways and Canals,
Ottawa.

"A."

STATEMENT of damages to Welland Canal property, during the Fiscal Year ending 30th June, 1894, and amount paid on account of damages in the same year.

Date of Damage.	Name of Vessel.	Amount of Damages.		Date Paid.	Where Paid.
		Paid.	Unpaid.		Collector's Office.
1891.		$ cts	$ cts.	1894.	
April 5	Brg "Antelope"	60 82		Mar. 13	Port Dalhousie.
1892.				1893.	
Oct. 3	Steamer "Arabia"	18 77		Aug. 4	do do
do 19	Brg "Ceylon"	31 55			
Nov. 10	do "Ceylon"	33 42			
				1894.	
do 17	do "Ark"	113 31		Mar. 13	do do
Dec. 10	do "Ceylon"	82 12			
do 10	do "Ceylon"	84 27			
	Interest	13 88			
1893.				1893.	
May 24	Steamer "Blanchard"	53 82		July 7	Port St. Catharines.
June 15	do "Waverly"		50 00		
do 15	Brg "Augustus"	16 34		Oct. 5	Port Dalhousie.
do 18	Steamer "D. C. Whitney"	28 10		do 11	Port Colborne.
do 26	do "W. J. Averill"	20 42		July 19	Port Dalhousie.
July 8	do "Monteagle"	13 37		do 31	do do
do 10	do "Cadillac"	500 00	270 33	do 31	do do
do 13	do "Inter-Ocean"	175 00		do 13	do do
do 15	Brg "Minnedosa"	36 95		Aug. 11	do do
				1894.	
do 26	Steamer "Everett"	200 00		May 2	Port Colborne.
do 29	do "Geo. Spencer"		10 00		
				1893.	
do 29	do "Sequin"	16 45		Aug. 14	do do
Aug. 7	Tug "Golden City"	6 30		Sept. 16	Port Dalhousie.
do 8	Steamer "Monteagle"	19 79		do 13	Port Colborne.
				1894.	
do 10	do "City Owen Sound"	8 30		April 30	Port Dalhousie.
				1893.	
do 11	do "Denver"	4 75		Sept. 11	do do
do 24	do "Columbia"	100 60		Aug. 28	do do
do 28	Brg "Minnedosa"	20 09		Sept. 16	do do
do 28	Steamer "McVitter"	9 56		do 16	do do
				1894.	
Sept. 1	do "New Orleans"	7 38		May 7	do do
				1893.	
do 1	do "W. L. Frost"	65 70		Oct. 31	do do
do 11	do "Denver"	38 55		Sept. 12	do do
do 11	do "Denver"	97 59		do 25	do do
do 14	do "Britannic"	284 67		Nov. 27	do do
do 15	do "E. B. Hale"		42 75		
do 16	do "Sequin"	130 08		Oct. 4	do do
do 19	Schooner "D. P. Rhodes"	20 00		Sept. 20	Port Colborne.
	Carried forward	2,311 35	373 08		

A.—STATEMENT of damages to Welland Canal property, during the Fiscal Year ending 30th June, 1894, and amount paid on account of damages in the same year—*Con.*

Date of Damage.	Name of Vessel.	Amount of Damage.		Date Paid.	Where Paid.
		Paid.	Unpaid.		Collector's Office.
		$ cts.	$ cts.	1893.	
	Brought forward	2,311 35	373 08		
Sept. 25	Steamer "Nepigon"	21 35		Oct. 13	Port Dalhousie.
do 25	do "Pueblo"	51 54		do 2	do do
do 27	do "Argonaut"	15 63		do 18	do do
do 28	Brg "Augustus"	15 57		do 31	do do
				1894.	
Oct. 5	Steamer "Toledo"	275 59		Mar. 13	do do
				1893.	
do 9	do "McVitter"	4 78		Nov. 10	do do
do 9	do "J. R. Langdon"	4 77		do 15	do do
				1894.	
do 9	Barge "Alta"		11 82		
do 18	Steamer "Columbia"	6 15		April 30	do do
do 25	do "Monteagle"	166 00		Jan. 23	do do
do 26	Barge "Augustus"		113 88		
do 30	Schooner "T. L. Parker"	29 83		May 4	do do
				1893.	
Nov. 14	Steamer "R. Richards"	21 85		Nov. 28	do do
1894.				1894.	
April 4	Barge "Minnedosa"	24 92		May 4	do do
do 27	do "Baltic"		9 55		
do 27	Steamer "Walter Vail"		48 18		
May 8	do "Colwell"	17 00		May 9	Port Colborne.
do 8	do "Hopkins"	11 00		do 9	do do
do 25	do "Queen of the West"	50 00		do 25	do do
June 9	do "Sam. Marshall"		40 75		
	Total	3,027 33	597 26		

"B."

STATEMENT of Fines collected from Vessels contravening Canal Regulations, and from Locktenders for neglect of duty in the Fiscal Year ending 30th June, 1894, also, for use of Government Property in the same year.

Date of Fines.	Name of Vessels.	Amount of Fines. Paid.	Amount of Fines. Unpaid.	Date paid.	Where paid. — Collector's Office.
1893.		$ cts.	$ cts.	1893.	
June 9....	Brg "Muskoka".....	10 00		July 7....	Port St. Catharines.
July 4....	Steamer "McVitter"..	10 00		do 7....	do
Aug. 1....	do "Myles"	10 00		Aug. 15....	Port Colborne.
1894.				1894	
May 5....	Steamer "Lake Michigan"..	4 00		June 4....	Port Dalhousie.
	Locktenders.			1893.	
	J. M. Woodall.....	1 25		July 7...	Port St. Catharines.
	George Howe.....	1 25		do 7....	do
	John Patton..	1 25		do 7....	do
	Jos. Johnston.....	1 25		do 7....	do
	F. Darby	1 25		do 7....	do
	P. O. Smith	1 25		do 7 ...	do
	Jno. Henshaw.....	10 00		Nov. 27....	Port Colborne.
				1894.	
	Robt. Secord	10 00		Mar. 29....	Port St. Catharines.
1893.	*Use of Government Property.*			1893.	
June 8....	Tug "Mitchell"—For use of diving apparatus.... ...	9 25		July 7....	Port St. Catharines.
	Total.....	70 75			

"C."

STATEMENT showing the Highest and Lowest Depth of Water on the Lower Mitre Sil Lock No. 1, Old Canal Port Dalhousie, for Fiscal Year ending 30th June, 1894.

Months.	Lower Sill. Highest.	Lower Sill. Lowest.	Months.	Lower Sill. Highest.	Lower Sill. Lowest.
1893.	Ft. in.	Ft. in.	1894.	Ft. in.	Ft. in
July.....	14 5	12 2	January	12 8	12
August.....	13 9	13 3	February.....	13 0	12
September.....	13 7	13 0	March	13 2	12
October.....	13 2	12 5	April	13 2	13
November.....	12 8	11 0	May	13 9	12
December.....	12 5	11 10	June.....	13 9	

STATEMENT showing the Highest and Lowest Depth of Water on the Lower Mitre Sill Lock No. 1, New Welland Canal, Port Dalhousie, for Fiscal Year ending 30th June, 1894.

Months.	Lower Sill.				Months.	Lower Sill.			
	Highest.		Lowest.			Highest.		Lowest.	
1893.	Ft.	in.	Ft.	in.	1894.	Ft.	in.	Ft.	in.
July	17	4	15	1	January	15	7	15	1
August	16	8	16	2	February	15	11	15	3
September	16	6	15	11	March	16	1	15	6
October	16	1	15	4	April	16	1	15	11
November	15	7	13	11	May	16	8	15	10
December	15	4	14	9	June	16	8	16	4

"D."

STATEMENT showing the Highest and Lowest Depth of Water on the Upper Mitre Sill of Old Lock at Port Colborne, Welland Canal, for Fiscal Year ending 30th June, 1894.

Months.	Upper Sill.				Months.	Upper Sill.			
	Highest.		Lowest.			Highest.		Lowest.	
1893.	Ft.	in.	Ft.	in.	1894.	Ft.	in.	Ft.	in.
July	13	2	12	1	January	12	3	10	9
August	12	8	11	8	February	12	11	10	11
September	12	5	11	2	March	12	8	8	5
October	15	6	10	11	April	11	11	10	6
November	13	0	10	4	May	12	6	11	3
December	12	11	10	2	June	13	2	11	11

STATEMENT showing the Highest and Lowest Depth of Water on the Upper Sill of New Lock, at Port Colborne, Welland Canal, for the Fiscal Year ending 30th June, 1884.

Months.	Upper Sill.				Months.	Upper Sill.			
	Highest.		Lowest.			Highest.		Lowest.	
1893.	Ft.	in.	Ft.	in.	1894.	Ft.	in.	Ft.	in.
July	16	1	15	0	January	15	2	13	8
August	15	7	14	7	February	15	10	11	4
September	15	4	14	1	March	15	7	13	4
October	18	5	13	10	April	14	10	13	5
November	15	11	13	3	May	15	5	14	2
December	15	10	13	1	June	16	1	14	10

ST. PETER'S CANAL.

SUPERINTENDING ENGINEER'S OFFICE,
ST. PETER'S, 10th August, 1894.

SIR,—I have the honour to submit the annual report on the works in my charge or the fiscal year ending 30th June, 1894.

The different works referred to in my last annual report, then in course of construction, including the works on the western side of the canal, viz., removing the balance of the old retaining wall, as well as the clay bank behind it, renewing the tow path wall in cedar and re-gravelling same, removing a point of rock on the tow-path, some 200 cubic yards, rebuilding about 1,250 feet of the "haul-over" road along the top of the slope, building a dry stone wall at the foot of the slope, 1,500 feet long, containing about 750 cubic yards, erecting 16 additional mooring posts, renewing 58 hanging fenders, etc., were all duly completed, except a piece of the tow-path wall (previously referred to) on the north end, the material for which was not then available, but has since been ordered and a part of it has been delivered.

The eastern bank of the canal was cleaned and resloped and a large quantity of overhanging rock was removed in scows, nothing has, however, as yet been done towards repairing the retaining wall on this side, which, as I already reported, is badly decayed.

The swing bridge that crosses the canal was raised on to bents after the close of navigation, and the centre pier underneath it, whose surface, owing to settlement in the pier, was very uneven and shaky, and appeared to be gradually getting worse, was torn down to the arch springings and rebuilt in approved hydraulic cement mortar; the wheels and track castings were also thoroughly repaired and renewed, where found necessary, and the whole is now in good working order.

The necessary renewals and repairs were made to the gate winches and chains, etc., and some temporary repairs were also made to the lock gates.

The condition of the lock under water is much the same as when I previously reported. No repairs to it have been attempted beyond cleaning back of the lock gates and shimming up the track to assist the movements of the gates which continue to be operated with much difficulty.

There was no work done on account of capital.

Navigation through the canal closed on the 6th of January, 1894, and opened again on the 28th of April, 1894.

I have the honour to be, sir,
Your obedient servant,

WM. McCARTHY,
Superintending Engineer.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Chief Engineer Canals,
Ottawa.

APPENDIX No. 7.

OFFICE OF THE INSPECTOR OF CANALS,
HAMILTON, 29th August, 1894.

SIR,—I have the honour to report that during the fiscal year ending 30th June, 1894, I inspected all offices for collection of tolls on the Dominion canals.

At date of inspection, detailed returns, showing particulars of collections at each office, were submitted to the department.

The aggregate receipts, on account of canal revenue, for the fiscal year 1893-4 are $352,330.27.

For hydraulic and other rents, the receipts for the fiscal year are $39,181.97.

The exhibit of revenue, collected at the thirty toll offices, classified under sub-divisions of tolls, wharfage and storage, fines and damages, hydraulic and other rents, and sundry minor receipts, is as follows :—

WELLAND CANAL.

Collection Divisions.	Canal Revenue.				Total Canal Revenue.	Hydraulic and Other Rents.
	Tolls.	Wharfage and Storage.	Fines and Damages.	Other Receipts.		
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Port Colborne	129,763 37		439 72	49 54	130,252 63	119 00
Port Dalhousie	59,222 02		2,459 70	24 30	61,706 02	1,947 70
Dunnville	346 72				346 72	350 00
Port Maitland	17 05				17 05	
Port Robinson	384 44				384 44	726 00
St. Catharines	676 41		550 82		1,227 23	5,199 51
Chippawa	31 06				31 06	5 00
Total	190,441 07		3,450 24	73 84	193,965 15	8,347 21

ST. LAWRENCE CANALS.

Valleyfield	1,381 87		121 00	4 00	1,506 87	2,402 00
Cornwall	30,892 01				30,892 01	2,773 50
Cardinal	716 24		35 00		751 24	700 00
Lachine	2,831 16	21 09		1,187 98	4,040 23	
Montreal	27,542 79	2,435 35		14,718 12	44,696 26	23,557 11
Kingston	7,925 78				7,925 78	
Total	71,289 85	2,456 44	156 00	15,910 10	89,812 39	29,432 61

CHAMBLY CANAL.

Chambly	9,123 35		1 00	42 83	9167 18	70 00
St. Johns	12,293 93		10 00		12,303 93	50 00
St. Ours Lock	862 15				862 15	
Totals	22,279 43		11 00	42 83	22,333 26	120 00

REVENUE, by districts, of wharfage, fines, &c.—*Concluded.*

OTTAWA RIVER CANALS.

Collection Divisions.	CANAL REVENUE.				Total Canal Revenue.	Hydraulic and Other Rents
	Tolls.	Wharfage and Storage.	Fines and Damages.	Other Receipts.		
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Ottawa	19,859 57				19,859 57	
Grenville	13,954 23				13,954 23	13 00
Carillon	60 60			8 00	68 60	23 00
Ste. Anne's	1,467 93		4 00		1,471 93	
Total	35,342 33		4 00	8 00	35,354 33	36 00
RIDEAU CANAL.						
Ottawa	4,134 84	160 38		262 00	4,557 22	521 75
Kingston Mills	1,406 26				1,406 26	415 00
Smith's Falls	586 92	0 54			587 46	156 90
Total	6,128 02	160 92		262 00	6,550 94	1,093 65
ST. PETER'S CANAL.						
St. Peter's	2,603 88		28 00		2,631 88	
MURRAY CANAL.						
Brighton	648 41				648 41	
TRENT VALLEY CANALS.						
Burleigh Falls	112 03				112 03	0 25
Bobcaygeon	559 74				559 74	96 00
Fenelon Falls	22 81				22 81	52 25
Hastings	50 19				50 19	
Peterborough	201 86				201 86	4 00
Buckhorn	87 28				87 28	
Total	1,033 91				1,033 91	152 50
Grand Totals	329,766 90	2,617 36	3,649 24	16,296 77	352,330 27	39,181 97

The receipts, as above, were balanced by bank remittances in favour of the Receiver General.

I have the honour to be, sir,
Your obedient servant,
H. B. WITTON,
Inspector of Canals.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Deputy Minister of Railways and Canals.

APPENDIX No. 8.

RAILWAY SUBSIDIES.

TABLE of Cash Subsidies granted and paid in aid of Railway Construction.

No.	Name of Railway or Description of Route.	Estimated length in Miles.	Subsidy granted.	Subsidy paid up to 30th June, 1894.	Subsidy paid up to 30th Sept., 1894.
			$	$ cts.	$ cts.
1	Albert Southern	16	51,200	50,460 00	50,460 00
2	Baie des Chaleurs	70	620,000	620,000 00	620,000 00
3	Beauharnois Junction	30	96,000	58,900 00	58,900 00
4	Belleville and North Hastings	7	22,400	21,888 00	21,888 00
5	Belleville and Lake Nipissing	30	96,000		
6	Boston and Nova Scotia	35 40/100	113,600		
7	Bracebridge and Baysville	15	48,000		
8	Brantford, Waterloo and Lake Erie	18	57,600	52,810 00	52,810 00
9	Brockville, Westport and Sault Ste. Marie	60	192,000	105,200 00	105,200 00
10	Buctouche and Moncton	32	102,400	101,600 00	101,600 00
11	Canada Atlantic	54 80/100 and bridge	314,400	282,355 20	282,355 20
12	Canada Central	120	1,525,250	1,525,250 00	1,525,250 00
13	Canada Eastern	111	355,200	312,000 00	312,000 00
14	Canadian Pacific	1,905	25,000,000 (special)	25,000,000 00	25,000,000 00
	do (for extensions)	162 and bridge	1,580,000	1,500,000 00	1,500,000 00
15	Cap Rouge and St. Lawrence	12	38,400		
16	Cape Breton Extension	30	96,000		
17	Caraquet	67	224,000	224,000 00	224,000 00
18	Central Ontario	20	64,000		
19	Central (of New Brunswick)	59 40/100	190,400	75,639 00	75,639 00
20	Cobourg, Northumberland and Pacific	49	156,800		
21	Cornwallis Valley	14	44,800	44,800 00	44,800 00
22	Columbia and Kootenay	35	112,000	88,800 00	88,800 00
23	Cumberland	14	44,800	39,850 00	39,850 00
24	Dominion Lime	7	22,400	15,360 00	15,360 00
25	Dominion Coal	28	89,600		
26	Drummond County	93 10/100	297,920	195,840 00	195,840 00
27	Elgin, Petitcodiac and Havelock	12	38,400	38,400 00	38,400 00
28	Erie and Huron	52	166,400	96,000 00	96,000 00
29	Esquimalt and Nanaimo	71	750,000	750,000 00	750,000 00
30	Fredericton and St. Mary's Railway Bridge Co.	1 and bridge	30,000	30,000 00	30,000 00
31	Goderich and Wingham	31	99,200		
32	Grand Trunk, Georgian Bay and Lake Erie	15	48,000		39,744 00
33	Great Eastern	60	229,500	40,345 00	40,345 00
34	Great Northern	102	326,400	78,688 00	78,688 00
35	Guelph Junction	16	51,200	46,000 00	46,000 00
36	Harvey Branch	3	9,600	5,553 57	5,553 57
37	Hereford	49	156,800	155,200 00	155,200 00
38	International	49	156,800	156,800 00	156,800 00
39	Inverness and Richmond	25	80,000		
40	Irondale, Bancroft and Ottawa	50	160,000	64,000 00	64,000 00
41	Jacques Cartier Union	5 50/100	20,000		
42	Joliette and St. Jean de Matha	20	64,000		
43	Joggins	13 1/4	42,400	37,500 00	37,500 00
44	Kingston and Pembroke	15	48,000	48,000 00	48,000 00
45	Kingston, Napanee and Western	80	268,400	208,732 80	208,732 80
46	L'Assomption	3 50/100	11,200	11,200 00	11,200 00
47	Lake Erie and Detroit River	85	342,400	338,731 00	338,731 00
48	Lake Temiscamingue Colonization	50	327,700	52,760 00	140,672 00
49	Leamington and Lake St. Clair	16	51,200	51,200 00	51,200 00
	Carried forward	3,918 40/100	35,032,770	32,523,862 57	32,651,518 57

TABLE of Cash Subsidies granted and paid in aid of Railway Construction.—*Con.*

No.	Name of Railway or description of Route.	Estimated length in Miles.	Subsidy granted.	Subsidy paid up to 30th June, 1894.	Subsidy paid up to 30th Sept. 1894.
			$	$ cts.	$ cts.
	Brought forward	3,918 $\frac{44}{100}$	35,032,770	32,523,862 57	32,651,518 57
50	Lindsay, Bobcaygeon and Pontypool	32	102,400		
51	Lotbinière and Megantic	30	96,000	35,200 00	35,200 00
52	Manitoba and North-western	100	320,000		
53	Manitoulin and Northern	40	128,000		
54	Massawippi Junction	25	80,000		
55	Montreal and Sorel	45	112,000	93,757 57	93,757 57
56	Montreal and Champlain Junction	63	103,600	103,600 00	103,600 00
57	Montreal and Western	70	361,270	361,270 00	361,270 00
58	Montreal and Lake Maskinongé	13 $\frac{80}{100}$	42,200	41,280 00	41,280 00
59	Montreal and Ottawa	60	192,000	73,600 00	73,600 00
60	Montfort Colonization	33	105,600	32,000 00	32,000 00
61	Nakusp and Slocan	38	121,600		
62	New Brunswick and Prince Edward	37	118,400	113,440 00	113,440 00
63	New Glasgow Iron, Coal and Railway Co	17 $\frac{50}{100}$	56,000	38,400 00	38,400 00
64	Nicola Valley	53	169,600		
65	Nipissing and James Bay	68	217,000		
66	Northern Pacific Junction	110	1,320,000	1,320,000 00	1,320,000 00
67	Nova Scotia Central	80	256,000	230,700 00	230,700 00
68	Nova Scotia Southern	75	240,000		
69	Ontario and Pacific	53 $\frac{87}{100}$	172,400		
70	Ontario, Belmont and Northern	10	32,000		
71	Ontario and Quebec	61 $\frac{25}{100}$	196,000	196,000 00	196,000 00
72	Orford Mountain	31	99,200	84,800 00	84,800 00
73	Oshawa Railway and Navigation Co	7	22,400		
74	Ottawa and Gatineau Valley	82	384,000	284,128 00	284,128 00
75	Ottawa, Arnprior and Parry Sound	107	430,400	101,120 00	132,800 00
76	Parry Sound Colonization	60	192,000	59,220 00	99,000 00
77	Pontiac and Kingston	22	70,400		
78	Pontiac Pacific Junction	92 $\frac{80}{100}$	313,100	174,828 00	193,578 00
79	Pontiac and Ottawa	23	73,600		
80	Philipsburg Junction	6 $\frac{75}{100}$	21,600	18,688 00	18,688 00
81	Pontiac and Renfrew	6	19,200	13,600 00	13,600 00
82	Port Arthur, Duluth and Western	89 $\frac{75}{100}$	287,200	271,200 00	271,200 00
83	Quebec Central	75	348,342	60,342 00	60,342 00
84	Quebec, Montreal, Ottawa and Occidental	120	1,440,000		
85	Quebec and Lake St. John	262	1,048,295	1,002,999 50	1,002,999 50
86	Quebec, Montmorency and Charlevoix	30	96,000	65,600 00	65,600 00
87	Restigouche and Victoria	35	112,000		
88	Shuswap and Okanagan	51	163,200	162,900 00	162,900 00
89	South Shore N.S	35	112,000		
90	South Norfolk	17	54,400	54,400 00	54,400 00
91	South-eastern	Bridge.	50,000		
92	South Ontario Pacific	49	158,400		
93	Strathroy and Western Counties	25	80,000		
94	St. Catharines and Niagara Central	46	147,200	38,400 00	38,400 00
95	St. Clair Frontier Tunnel	2 $\frac{33}{100}$	375,000	375,000 00	375,000 00
96	St. Lawrence, Lower Laurentian and Saguenay	38 $\frac{85}{100}$	217,600	217,600 00	217,600 00
97	St. Louis, Richibucto and Buctouche	7	22,400	22,400 00	22,400 00
98	St. John Valley and Rivière du Loup	59	188,800		
99	St. Lawrence and Adirondack	25 $\frac{83}{100}$	82,624	65,001 60	65,001 60
100	Témiscouata	119	670,800	645,950 00	645,950 00
101	Thousand Islands	17	54,400	24,400 00	24,400 00
102	Tilsonburg, Lake Erie and Pacific	16	51,200		
103	Tobique Valley	43	182,400	134,016 00	134,016 00
104	Toronto, Grey and Bruce	5	16,000	14,656 00	14,656 00
105	United Counties	64	204,800	88,973 00	88,973 00
106	Waterloo Junction	11	35,200	32,800 00	32,800 00
107	Western Counties	20	500,000	500,000 00	500,000 00
108	West Ontario and Pacific	18 $\frac{75}{100}$	60,000	60,000 00	60,000 00
109	Woodstock and Centreville	26	83,200		
	Carried forward	6,778 $\frac{81}{100}$	47,959,001	39,736,132 24	39,953,998 24

TABLE of Cash Subsidies granted and paid in aid of Railway Construction—*Con.*

No.	Name of Railway or Description of Route.	Estimated length in Miles.	Subsidy granted.	Subsidy paid up to 30th June, 1894.	Subsidy paid up to 30th Sept., 1894.
			$	$ cts.	$ cts.
	Brought forward	6,778 81/100	47,959,001	39,736,132 24	39,953,998 24
	For a Railway—				
110	Abbotsford Station to Chilliwack	21	67,200		
111	Cap Tourmente towards Murray Bay	20	64,000		
112	Cap de la Magdeleine to C.P.R	3	9,600		
113	Cross Creek Station to Stanleyville, N.B.	6	19,200		
114	Elk and Kootenay Rivers to Coal Creek	34	108,800		
115	Fredericton via Oromocto and Gagetown to N. B. R	30	96,000		
116	Joggins Ry. near River Hebert to Young's Mills	5	16,000		
117	Lachine Bank to Rivière des Prairies	15	48,000		
118	Lime Ridge northerly into Co. Megantic	50	160,000		
119	Newcastle to point opposite Chatham	6	19,200		
120	Ottawa to Morrisburgh	52	166,400		
121	Point on I. C. Ry towards Havelock	20	64,000		
122	Pokemouche Siding on C. Ry. to Tracadie Village	12	38,400		
123	Summerside to Richmond Bay	3	9,600		
124	St. Eustache to C. P. Ry	12	38,400		
125	St. John to Barnsville	10	32,000		
126	St. Eustache to St. Placide	18	57,600		
127	St. Placide to St. Andrews	8	25,600		
128	Ste. Flavie or Little Métis to Matane	50	160,000		
129	St. Césaire to St. Paul d'Abbotsford	5	16,000		
130	St. Rémi to St. Cyprien	12	38,400		
131	St. Stephen to Milltown	3 80/100	11,200		
132	Newport or Windsor to Truro, &c., &c	Bridge&90	300,000		
	Total	7,264 11/100	49,607,801	39,736,132 24	39,953,998 24

STATEMENT showing Railways receiving Cash Subsidies of fixed amounts, payable Annually or Semi-annually for fixed period of years.

No.	Name of Railway.	Miles Subsidized.	Amount of Instalment.	Amount paid up to 30th June, 1894.
				$
1	International (Atlantic and North-west) Railway Co	252	$93,300 per ½ year for 20 years.	1,026,300
2	Chignecto Marine Transport Ry. Co	17	85,301 do 20 do	Nil.
3	Kingston, Smith's Falls and Ottawa Railway Co	56	3,136 do 21 do	Nil.
	Total	325		1,026,300

STATEMENT showing Railways aided by the Grant of Loans.

No.	Name of Railway.	Amount of Loan authorized.	Amount loaned.	——
		$	$ cts.	
1	Albert Railway Co.....	15,000	14,725 56	
2	Fredericton and St. Mary's Bridge Co ...	300,000	300,000 00	
3	St. John Bridge and Railway Extens. Co..	500,000	433,900 00	
		815,000	748,625 56	

STATEMENT showing Railways subsidized by the Grant of used Iron Rails valued at the amount set forth.

No.	Name of Railway.	Tons of used Rails.	Subsidy on value of Rails.	Subsidy in used Rails paid.	——
			$ cts.	$ cts.	
1	Central Railway Co. of New Brunswick..	4,052	83,612 54	83,612 54	
2	Elgin, Petitcodiac and Havelock Ry. Co.	2,201	44,252 82	44,252 82	
3	Chatham Branch Railway Company.....	958	24,439 84	24,439 84	
	Total.....	7,211	152,305 20	152,305 20	

STATEMENT showing Railways aided by the Loan of used Iron Rails valued at the amount set forth.

No.	Name of Railway.	Tons of used Rails.	Value of used Rails loaned.	Remarks.
			$ cts.	
1	Kent Northern Railway Company.....	2,549	58,334 27	By 51 Victoria, chapter 3, these used rails will be granted as a subsidy (the section of road to be first laid with new steel rails weighing not less than 56 lbs per lin. yard and after an O.C. had been passed authorizing transfer.)
2	Halifax Cotton Company.....	233	4,335 00	
3	Steel Company of Canada.....	597	11,964 66	
4	Albert Railway Company.....	726	14,665 45	
	Total.....	4,105	89,299 38	

STATEMENT showing Railways subsidized by Grants of Land.

No.	Act.	Name of Railway.	Estimated number of miles.	Acres granted per mile.	Total Acres granted.
1	52 Vic., c. 4. / 53 Vic., c. 3.	Alberta Railway and Coal Co...	50	6,400	320,000
2	50-51 Vic., c. 23...	Alberta and Athabasca Railway Co.....	300	6,400	1,920,000
3	56-57 Vic., c. 6....	Brandon and South-western Railway Co.....	17	6,400	108,800
4	53 Vic., c. 4.....	Calgary and Edmonton Railway Co.....	340	6,400	2,176,000
5	54-55 Vic., c. 5. / 56-57 Vic., c. 6.	Canadian Pacific Railway Co.	277	6,400	1,772,800
6	49 Vic. c. 11.....	North-west Central Railway Co.....	450	6,400	2,880,000
7	52 Vic., c. 4. / 53 Vic., c. 4.	Lake Manitoba Railway and Canal Co..... ..	142	6,400	908,800
8	53 Vic., c. 4..	Lac Seul Railway Co.....	18	6,400	115,200
9	48-49 Vic., c. 60 / 49 Vic., c. 11...	Manitoba North-western Railway Co.....	476	*6,400 / 3,200	2,726,400
10	48-49 Vic., c. 60 / 54-55 Vic., c. 10	Manitoba South-western Colonization Railway Co	218¼	6,400	1,396,800
11	53 Vic., c. 4.	Manitoba South-eastern Railway Co.....	110	6,400	704,000
12	50-51 Vic., c. 23...	Medicine Hat Railway and Coal Co.....	8	6,400	51,200
13	52 Vic., c. 4.. ..	North-western Railway Co. of Canada.....	330	10,000	3,300,000
14	48-49 Vic., c. 60 / 50-51 Vic., c. 23 / 52 Vic., c. 4...	North-western Coal and Navigation Co.....	110	6,400	708,400
15	48-49 Vic., c. 60 / 50-51 Vic., c. 23	Qu'Appelle, Long Lake and Saskatchewan Railway and Steamboat Co.....	347	6,400	2,220,800
16	50-51 Vic., c. 23 / 52 Vic., c. 4...	Red Deer Valley Railway and Coal Co.....	55	6,400	352,000
17	56-57 Vic., c. 6.. .	Rocky Mountain Railway and Coal Co.....	60	6,400	384,000
18	56-57 Vic., c. 6....	Saskatchewan and Western Railway Co.....	15	6,400	96,000
19	47 Vic., c. 25 / 47 Vic., c. 70 / 43 Vic., c. 59	Winnipeg and Hudson Bay Railway Co.....	900	†6,400 / 12,800	8,580,000
20	49 Vic., c. 11.....	Wood Mountain and Qu'Appelle Railway Co.	240	6,400	1,536,000
		Total.	4,463¼		32,257,200

*376 miles at 6,400 acres per mile and 100 miles at 3,200 acres per mile.
†475 miles at 6,400 acres per mile and 425 miles at 12,800 acres per mile.

APPENDIX No. 9.

LIST OF RAILWAY SUBSIDY ACTS PASSED IN EACH YEAR.

NOTE.—The marginal number opposite each subsidy has reference to the alphabetical list in the Minister's report showing the action taken in cases where a contract for work has been made with any company.

By the Acts of Parliament below specified, authority has been placed in the hands of the Governor in Council to grant, upon certain conditions, aid towards the construction of various lines of railway throughout the Dominion, as follows, namely :—

By the Acts of 45 Vic., cap. 14, 1882 *(Assented to 17th May, 1882)* :—

1. For a railway from Gravenhurst to Callander, both in the province of Ontario, a subsidy not exceeding $6,000 per mile, nor exceeding in the whole $660,000

2. For a railway from St. Raymond to Lake St. John, both in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 384,000

3. For a railway from a point on the Intercolonial Railway at Rivière du Loup or Rivière Ouelle, in the province of Quebec, or between them, to Edmundston, in the province of New Brunswick, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 240,000

4. For a railway from Oxford to New Glasgow, both in the province of Nova Scotia, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 224,000

"The said subsidies to be granted to such companies as shall be approved by the Governor in Council as having established, to his satisfaction, their ability to complete the said railways respectively, within a reasonable time, to be fixed by Order in Council, and according to descriptions and specifications to be approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in an agreement to be made by the company with the Government, and which the Government is empowered to make, and to be payable out of the Consolidated Revenue Fund of Canada, by instalments on the completion of each ten miles of railway, proportionate to the value of the portion so completed in comparison with the whole work undertaken, such proportion to be established by the report of the said Minister; provided always, that the granting of such bonuses or subsidies shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting therewith, as the Governor in Council may determine."

By the special Act 45 Vic., cap. 55, 1882 *(Assented to 17th May, 1882* :—

5. A subsidy authorized in favour of "The Chignecto Marine Transport Railway Company," provided that they construct and thereafter maintain and operate a ship railway, to be approved by the Government, across the Isthmus of Chignecto, from the Gulf of St. Lawrence to the Bay of Fundy, per year, for twenty-five years..... $150,000

By the Act 46 Vic., cap. 25, 1883 *(Assented to 25th May, 1883)*:—

6. To the Baie des Chaleurs Railway Company, for 100 miles of their railway, from Métapediac, on the Intercolonial Railway, to Paspebiac, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 320,000

7. To the Caraquet Railway Company, for 36 miles of their railway, from a point near Bathurst to Caraquet, in the province of New Brunswick, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole $115,200

8. To the Gatineau Valley Railway Company, for the first 50-mile section of their railway, from Hull station, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole.. 160,000

9. To the Great American and European Short Line Railway Company, for 80 miles of their railway, from Canso to Louisburg or Sydney, in the province of Nova Scotia, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 256,000

10. To the International Railway Company, for 49 miles of their railway, from Sherbrooke, in the province of Quebec, to the international boundary line, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 156,800

11. To the Northern and Western Railway Company, for 32 miles of their railway, from the Intercolonial Railway, near the Miramichi, to Moran's, near Demphy village, in the province of New Brunswick, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole.. 102,400

12. To the Montreal and Western Railway Company, for the first 50-mile section of their railway, out of St. Jérôme, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole. 160,000

13. To the Napanee, Tamworth and Quebec Railway Company, for 28 miles of their railway, from Napanee to Tamworth, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 89,600

14. To the Quebec and Lake St. John Railway Company, for 25 miles of their railway, from St. Raymond to Lake St. John, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 80,000

In addition to the subsidy granted by the Act forty-fifth Victoria, chapter fourteen.

15. For a railway from the International Railway at Petitcodiac to Havelock Corner, in the province of New Brunswick, 12 miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 38,400

16. For a railway from Gravenhurst to Callander, 110 miles, a subsidy not exceeding $6,000 per mile, nor exceeding in the whole 660,000

In addition to the subsidy granted by the Act forty-fifth Victoria, chapter fourteen.

"The nine subsidies first mentioned to be granted to the companies hereinbefore named respectively; and the two subsidies last mentioned to be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to complete the said railways, respectively; and all the eleven lines above mentioned, and also the lines of railway in respect of which it is provided by the Act of forty-fifth Victoria, chapter fourteen, that subsidies may be granted, shall be commenced within two years from the first day of July next, and completed within a reasonable time, not to exceed four years from and after the passing of this Act, to be fixed by Order in Council, and according to descriptions and specifications to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made by each company with the Government, and which the Government is empowered to make; and all the said subsidies authorized by this Act, respectively, to be paid out of the Consolidated Revenue Fund of Canada by instalments, on the completion of each section of not less than ten miles of railway, proportionate to the value of the portion so completed in comparison with the whole work undertaken, to be established by the report of the said Minister; Provided always, that the granting of such subsidies shall be subject to such conditions for securing such running powers

or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized as the Governor in Council may determine."

By the special Act 46 Vic., cap. 26, 1883 *(Assented to 25th May, 1883)*:—

17. An advance authorized in favour of the "St. John Bridge and Railway Extension Company," to enable them to build a railway bridge across the River St. John, N.B., with railway connection with the Intercolonial, such advance to be secured by a mortgage on their entire property, not to exceed 80 per cent of the expenditure on the work, nor a total sum of $ 500,000

By the Act 47 Vic., cap. 8, 1884 *(Assented to 19th April, 1884)*:—

18. To the Government of the province of Quebec, in consideration of their having constructed the railway from Quebec to Ottawa, forming a connecting line between the Atlantic and Pacific coasts via the Intercolonial and Canadian Pacific Railways, and being as such a work of national and not merely provincial utility, a subsidy not exceeding $6,000 per mile for the portion between Quebec and Montreal, 159 miles, nor exceeding in the whole 954,000

19. And for the portion between Montreal and Ottawa, 120 miles, $12,000 per mile, nor exceeding in the whole 1,440,000

20. For the construction of a line of railway connecting Montreal with the harbours of St. John and Halifax by the shortest and best practicable route, after the report of competent engineers, a subsidy not exceeding $170,000 per annum, for fifteen years, or a guarantee of a like sum for a like period as interest on bonds of the company undertaking the work.

21. For the construction of a line of railway from Oxford station, on the Intercolonial Railway, to Sydney or Louisburg, a subsidy not exceeding $30,000 per annum for fifteen years or a guarantee of a like sum for a like period as interest on the bonds of the company undertaking the work, in addition to the subsidies previously granted, and also a lease or transfer to such company of the Eastern Extension Railway, from New Glasgow to Canso, with its present equipment.

22. To the Quebec Central Railway Company, for a line of railway from Beauce Junction to the international boundary line, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 211,200

23. For the extension of the Canadian Pacific Railway, from its terminus at St. Martin's Junction, near Montreal, or some other point on the Canadian Pacific Railway, to the harbour of Quebec, in such manner as may be approved by the Governor in Council, a subsidy not exceeding $6,000 per mile, nor exceeding in the whole 960,000

24. To the Irondale, Bancroft and Ottawa Railway Company, for a line of railway from the Victoria branch of the Midland Railway to the village of Bancroft, in the township of Dungannon, county of Hastings, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 160,000

25. To the Pontiac Pacific Junction Railway, for a line of railway from Hull or Aylmer to Pembroke, provided the Ottawa River is crossed at some point not east of Lapasse, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 272,000

26. To the Gatineau Railway Company, for a line of railway from Kazubazua to Le Désert, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 160,000

27. To the Napanee, Tamworth and Quebec Railway Company, for a line of railway from Tamworth to Bogart and Bridgewater, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 70,400

28. To the Montreal and Western Railway Company, for a line of railway from the end of the line subsidized in the now last session of Parliament, towards Le Désert, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole $160,000

29. To the Northern and Western Railway Company, for a line of railway from Fredericton to the Miramichi River, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole (instead of the subsidy proposed in 1883) 128,000

30. To the Erie and Huron Railway Company, for a line of railway from Wallaceburg to Sarnia, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 96,000

31. To the Ontario and Pacific Railway Company, for a line of railway from Cornwall to Perth, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 262,400

32. To the Kingston and Pembroke Railway Company, for a line of railway from Mississippi to Renfrew, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 48,000

33. To the Great Northern Railway Company, for that portion of their railway between St. Jérôme and New Glasgow, in the county of Terrebonne, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 32,000

34. For a line of railway and bridge between the Jacques Cartier Union Railway Junction with the Canadian Pacific Railway and St. Martin's Junction connecting the Jacques Cartier Union Railway with the North Shore Railway proper, a subsidy not exceeding in the whole 200,000

35. For a line of railway from Richibucto to St. Louis, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 22,400

36. For a line of railway from Hopewell to Alma, in the province of New Brunswick, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 51,200

37. For a line of railway from St. Andrew's to Lachute, in the county of Argenteuil, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 22,400

38. For a line of railway from the Grand Piles, on the River St. Maurice, to Lake Edward, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 217,600

39. For a line of railway from Annapolis to Digby, in the province of Nova Scotia, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 64,000

40. For a line of the Central Railway, from the head of Grand Lake to the Intercolonial Railway between Sussex and St. John, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 128,000

41. To the Caraquet Railway Company, for the extension of their line of railway from Caraquet to Shippegan Harbour, in the province of New Brunswick, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 76,800

42. For a branch of the Intercolonial Railway, from Metapediac eastward towards Paspebiac, twenty miles, in the province of Quebec, a sum not exceeding in the whole 300,000

43. For a branch of the Intercolonial Railway, from Derby Station to Indiantown, fourteen miles, a sum not exceeding in the whole 140,000

" The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies, respectively ; the other subsidies shall be granted to such companies as shall be approved by the Governor in Council as having established, to his satisfaction, their ability to construct and complete the said railways respectively. All the lines for the construction of which subsidies are

granted shall be commenced within two years from the first day of July next and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, except the line mentioned in the fourth section of this Act,* which shall be commenced within one year, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister. The subsidies to the province of Quebec shall be capitalized, and the interest shall be payable at such time and in such manner as the Government of Canada shall agree upon with the Government of the said province. The two subsidies last mentioned in the list are for works to be constructed by the Government of Canada.

"Provided, always, that the granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council may determine."

By the special Act 47 Vic., cap. 6, 1884 *(Assented to 19th April, 1884)*:

44. Relating to an agreement with the province of British Columbia, authority was given, *inter alia*, for the grant of a subsidy to the "Esquimalt and Nanaimo Railway Company" in aid of the construction of a line of railway and telegraph between the points named; such subsidy to be in lands *en bloc* on Vancouver Island, the boundaries being fixed by the Act, and in money $750,000

By the Act 48-49 Vic., cap. 59, 1885 *(Assented to 20th July, 1885)*:

45. To the Ottawa, Waddington and New York Railway and Bridge Company, for a line of railway from Ottawa to Waddington, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 166,400

46. To the New Brunswick and Prince Edward Island Railway Company, for a line of railway from Sackville to the Straits of Northumberland, at or near Cape Tormentine, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 118,400

47. To the Montreal and Sorel Railway Company, for a line of railway from St. Lambert to Sorel, a subsidy not exceeding $1,600 per mile, nor exceeding in the whole..... 72,000

48. To the Brockville, Westport and Sault Ste. Marie Railway Company, for a line of railway from Brockville to Westport, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 128,000

49. To the Quebec and Lake St. John Railway Company, for a line of railway from its junction on the North Shore Railway to St. Raymond, upon condition of the company extending their road to a point 50 miles north of St. Raymond, a subsidy not exceeding $3,200 per mile nor exceeding in the whole..... 96,000

50. To the Northern and Western Railway Company, for a line of railway from the northern end of the 40 miles subsidized between Fredericton and the Miramichi River by 47 Victoria, chapter 8, to Boiestown, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 19,200

* The extension of the Canadian Pacific Railway from its terminus at St. Martin's Junction, or some other point on the said railway to the harbour of Quebec.

51. To the Montreal and Champlain Junction Railway Company, for a line of railway from Brosseau's to Dundee, a subsidy not exceeding $500 per mile, nor exceeding in the whole $30,000

52. To the Thunder Bay Colonization Railway Company, for a line of railway from the Murillo station of the Canadian Pacific Railway to the east end of Whitefish Lake, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 92,000

53. To the Central Ontario Railway Company, for a line of railway from Coe Hill or Rathbun, to Bancroft, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 64,000

54. To the Belleville and North Hastings Railway Company, for a line of railway from the village of Madoc to the junction with the Central Ontario Railway at Eldorado, a subsidy not exceeding $1,500 per mile, nor exceeding in the whole 10,500

55. For a line of railway from Long Sault to the foot of Lake Temiscamingue, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 25,600

56. For a line of railway from a point on the Canada Southern Railway near Comber, to Lake Erie, at or near the village of Leamington, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 44,800

57. To the Napanee, Tamworth and Quebec Railway Company, for a line of railway from Tamworth towards Bogart and Bridgewater, 16 miles, in lieu of the subsidy granted by 47 Vic., chap. 8, a subsidy of 70,000

58. To the Gatineau Railway Company, for a line of railway from Hull station towards Le Désert, a distance of 62 miles, in lieu of the subsidies granted by 46 Vic., chap. 25, and 47 Vic., chap. 8, a subsidy of 320,000

59. For a line of railway from the Grand Piles, on the River St. Maurice, to its junction with Lake St. John Railway, a distance of about 50 miles, in lieu of the subsidy granted by 47 Vic., chap. 8, for a line of railway from the Grand Piles, on the River St. Maurice, to Lake Edward, a subsidy of 217,600

60. To the Canada Atlantic Railway Company, for a line of railway from Valleyfield to a point one and a half miles west of Johnston's, a subsidy not exceeding $1,600 per mile, and from one and a half miles west of Johnston's to Lacolle; also from the present terminus at Ottawa, to the Chaudiere Falls, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 96,000

61. For a line of railway from Indiantown via the Miramichi Valley, to its junction with the Northern and Western Railway at or near Boiestown, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole. 140,800

"The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies, respectively; the other subsidies shall be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways, respectively. All the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council; and shall also be constructed according to descriptions, specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also, of every line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister.

"Provided always, that the granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connected with those so subsidized as the Governor in Council may determine."

By the Act 48-49 Vic., cap. 58, 1885 *(Assented to 20th July 1885)*:—

62. For a railway from a point on the Intercolonial Railway at Rivière du Loup or Rivière Ouelle, in the province of Quebec, to Edmundston, in the province of New Brunswick, a subsidy not exceeding two thousand eight hundred dollars per mile for seventy-five miles, and six thousand dollars per mile for eight miles, nor exceeding in the whole two hundred and fifty-eight thousand dollars; the said subsidy to be in addition to the subsidy authorized to be granted in aid of the construction of the said railway by the Act forty-fifth Victoria, chapter fourteen, and constituting with the subsidy so authorized, a subsidy not exceeding in the whole four hundred and ninety-eight thousand dollars, and to be granted for the said railway upon the terms and conditions specified in the said Act, and payable out of the Consolidated Revenue Fund of Canada; and for the purpose of incorporating the persons undertaking the construction of the said railway and those who shall be associated with them in the undertaking, the Governor may grant to them, under such corporate name as he shall deem expedient, a charter conferring upon them the franchises, privileges and powers requisite for the said purposes, which shall be similar to such of the franchises, privileges and powers granted to railway companies during the present session as the Governor shall deem most useful or appropriate to the said undertaking; and such charter being published in the *Canada Gazette*, with any Order or Orders in Council relating to it, shall have force and effect as if it were an Act of the Parliament of Canada.

63. For a line of railway from the south bank of the St. Lawrence river, opposite or near Montreal, to the harbours of St. Andrew's, St. John and Halifax, via Sherbrooke, Moosehead Lake, Mattawamkeag, Harvey, Fredericton and Salisbury, a subsidy not exceeding eighty thousand dollars per annum for twenty years, forming in the whole, together with the subsidy authorized by the Act forty-seventh Victoria, chapter eight, for a line of railway connecting Montreal with the said harbours of St. John and Halifax by the shortest and best practicable route, which the line above described is found to be, a subsidy not exceeding two hundred and fifty thousand dollars per annum, the whole of which shall be paid in aid of the construction of such a line of railway for a period of twenty years, or a guarantee bond of a like sum for a like period as interest on the bonds of the company undertaking the work; the said subsidy to be so granted upon the terms and conditions of and payable out of the Consolidated Revenue Fund in the manner specified in the said last mentioned Act in respect of the subsidy thereby authorized in aid of the said line of railway.

64. The Governor in Council may grant a further subsidy as an aid towards procuring free access as hereinafter described for the trains and traffic of the Canadian Pacific Railway Company from St. Martin's Junction, near Montreal, or from some other point on their railway to be selected by the said company, to the harbour of Quebec, in such a manner as shall be approved by the Governor in Council, that is to say: an additional subsidy not exceeding three hundred and forty thousand dollars, constituting, together with the subsidy authorized by the said last mentioned Act, to aid in procuring the extension of

the Canadian Pacific Railway to Quebec, and the subsidy also thereby authorized to aid in constructing a line connecting the Canadian Pacific Railway at the Jacques Cartier Union Junction with the North Shore Railway proper (which subsidies shall be applicable to the said first mentioned purpose) a sum not exceeding in the whole the sum of one million five hundred thousand dollars, payable out of the Consolidated Revenue Fund of Canada.

The said Act further provided as follows in relation to this matter:—

"If it should be expedient so to do in order to facilitate such access, the Governor in Council may acquire the North Shore Railway, and may apply the said sum of one million five hundred thousand dollars, or any part thereof, in aid of such acquisition and upon such acquisition may transfer and convey or lease the said railway to the Canadian Pacific Railway Company, subject to such obligation as the Government shall have assumed in acquiring it."

By the Act 49 Vic., cap. 10, 1886 (*Assented to 2nd June, 1886*):—

65. For a railway from a point at or near Moncton, to Buctouche, in the province of New Brunswick, thirty miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $ 96,000

66. For a railway from Ingersoll via London to Chatham, in the province of Ontario, eighty miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 256,000

67. To the Northern and Western Railway Company, for ten miles of their railway, intervening between the termini of the portions of their railway for which subsidies are already granted, the one from Fredericton and the other from Indiantown, and an extension of two miles down to deep water at Chatham, in the province of New Brunswick, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole. 32,000

68. To the Caraquet Railway Company, for ten miles of their railway, from the end of the present subsidized portion at Lower Caraquet to Shippegan, in the province of New Brunswick, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 32,000

69. To the Lake Erie, Essex and Detroit River Railway Company, for thirty-seven miles of their railway, from Windsor to Leamington, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 118,400

70. To the Thunder Bay Colonization Railway Company, for fifty-six miles of their railway, from the end of the present subsidized section to a point near Crooked Lake, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 179,200

71. To the Parry Sound Colonization Railway Company, for forty miles of their railway, from the village of Parry Sound to the village of Sundridge, on the line of the Northern Pacific Junction Railway, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 128,000

72. For a railway from a point at or near New Glasgow or St. Lin, to or near to Montcalm, in the province of Quebec, eighteen miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 57,600

73. For a railway from Hereford to the International Railway, in the township of Eaton, in the province of Quebec, thirty-four miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole.. 108,800

74. For a railway from St. Félix to Lake Maskinongé, parish of St. Gabriel in the province of Quebec, ten miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 32,000

75. For a railway from Glenannan to Wingham, in the province of Ontario, five miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 16,000

76. For a railway from a point at or near the McCann Station, on the Intercolonial Railway, to the Joggins, onCumberland Basin, in the province of Nova Scotia, twelve miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $ 38,400

77. For a railway from L'Assomption to L'Epiphanie, in the province of Quebec, three miles and a half, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 11,200

78. To the Montreal and Western Railway Company, for seventy miles of their railway from St. Jérôme, north-westerly towards Désert, in the province of Quebec, a subsidy of $5,161 per mile, in lieu of the subsidies granted by 46 Vic., chap. 25, and 47 Vic., chap. 8, not exceeding in the whole 361,270

79. For a railway from St. Andrew's to the Canadian Pacific Railway at or at any point east of the town of Lachute, in the county of Argenteuil, in the province of Quebec, seven miles, in lieu of the subsidy granted by 47 Vic., chap. 8, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 22,400

80. To the Canada Atlantic Railway Company, for twelve miles of their railway from Clark's Island to Valleyfield, and from Lacolle, in the province of Quebec, to the international boundary, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 38,400

81. For a railway from Truro to Newport, in the province of Nova Scotia, forty-nine miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 156,800

82. To the Quebec and Lake St. John Railway Company, for ninety-five miles of their railway, from a point fifty miles north of St. Raymond to Lake St. John, in the province of Quebec, a subsidy not exceeding $1,961 per mile, nor exceeding in the whole (in addition to the subsidy granted by 45 Victoria, chapter 14, and 46 Victoria, chapter 25, of $3,200 per mile)..... 186,295

83. To the Cap Rouge and St. Lawrence Railway Company, for twelve miles of their railway from Lorette via Cap Rouge to Quebec, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 38,400

84. For the construction of wharfs and landing stages on the line of the railway from Long Sault to the foot of Lake Temiscamingue, a subsidy of..... 6,000

85. To the Gananoque, Perth and James Bay Railway Company, seventeen miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 54,400

86. For a railway from St. Eustache to St. Placide, county of Two Mountains, eighteen miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 57,600

87. For a railway from a point on the Intercolonial Railway through the Stewiacke Valley, on the line which will afford facilities of communication with the Iron Mines, Spring Side, Upper Stewiacke and Musquodoboit settlements, twenty-five miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 80,000

88. For a railway from Yamaska to the River St. Francis, in the province of Quebec, ten miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 32,000

89. For a railway from Perth Centre station, on the New Brunswick Railway, to a point near Plaister Rock Island, in the province of New Brunswick, twenty-eight miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 89,600

90. For a railway from Fredericton to the village of Prince William, in the province of New Brunswick, twenty-two miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 70,400

91. For a railway from a point on the Intercolonial Railway near Newcastle or via Douglastown to a point on the River Miramichi, opposite the town of Chatham, in the province of New Brunswick, six miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole. $19,200

92. For a railway from a point on the Canadian Pacific Railway to Eganville, in the province of Ontario, twenty-two miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 70,400

93. To the Belleville and North Hastings Railway Company, for seven miles of their railway, from the village of Madoc to the junction with the Central Ontario Railway at Eldorado, in the province of Ontario, a subsidy (in addition to the subsidy of $1,500 per mile granted by 48-49 Victoria, chapter 59), not exceeding $1,700 per mile, nor exceeding in the whole..... 11,900

94. To the Napanee, Tamworth and Quebec Railway Company, for eighteen miles of their railway from Tamworth to Tweed, in lieu of the subsidy granted by 48-49 Victoria, chapter 59, a subsidy of..... 70,000

95. To the Albert Railway Company, for their railway from Salisbury to Hopewell, in the province of New Brunswick, which is a feeder to the Intercolonial Railway, in the form of a loan, repayable at such time and secured in such manner as the Governor in Council determines, a subsidy of..... 15,000

"The subsidies hereinbefore mentioned as to be granted to the companies named for that purpose shall be granted to such companies respectively; the other subsidies shall be granted to such companies as shall be approved by the Governor in Council as having established, to his satisfaction, their ability to construct and complete the said railways respectively. All the lines for the construction of which subsidies have been granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall be so constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in the agreement to be made in each case by the company to the Government, and which the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council, and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister: Provided always, that the granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements, and other rights, as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council may determine."

By section 2 of this Act authority was given for the grant of a charter by the Governor in Council for the purpose of constructing a railway from Long Sault to the foot of Lake Temiscamingue.

By the Act 50-51 Vic., cap. 24, 1887 *(Assented to 23rd June, 1887).*

96. To the St. Catharines and Niagara Railway Company, for twelve miles of their railway from the city of St. Catharines to the bridge over the Niagara River, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $ 38,400

97. To the Vaudreuil and Prescott Railway Company, for thirty miles of their railway from Vaudreuil towards Hawkesbury, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 96,000

98. To the Richmond Hill Junction Railway Company, for five miles of their railway from Richmond Hill Junction, on the Northern Railway of Canada, to Richmond Hill village, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 16,000

99. To the Drummond County Railway Company, for thirty miles of their railway from Drummondville towards Nicolet, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 96,000

100. To the Jog:ins Railway Company, for one and a quarter miles of their railway extending from the southern end of the portion subsidized by the Act 49 Victoria, chapter 10, to the wharfs, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole.. 4,000

101. To the Moncton and Buctouche Railway Company, for two miles of their railway from the west end of the portion subsidized by the Act 49 Victoria, chapter 10, to Moncton, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 6,400

102. To the Beauharnois Junction Railway Company, for thirty miles of their railway from St. Martin's towards St. Anicet, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 96,000

103. To the Harvey Branch Railway Company, for three miles of their railway from the southern terminus of the Albert Railway to Harvey Bank, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 9,600

104. To the Brantford, Waterloo and Lake Erie Railway Company, for eighteen miles of their railway from the town of Brantford to the village of Hagarsville or the village of Waterford, or some intermediate point on the Canada Southern Railway, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 57,600

105. To the Guelph Junction Railway Company, for sixteen miles of their railway from its junction with the Canadian Pacific Railway to the town of Guelph, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 51,200

106. To the Massawippi Railway Company, for ten miles of their railway from a point on the Atlantic and North-western Railway near the village of Magog, to Ayer's Flat station, on the Massawippi Valley Railway, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 32,000

107. To the Napanee, Tamworth and Quebec Railway Company, for four miles of their railway from the north end of the section subsidized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, to Tweed, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 12,800

108. To the Dominion Lime Company, for seven miles of their railway from a point on the Quebec Central Railway, in the township of Dudswell, to the Dudswell Lime Company's quarries, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 22,400

109. To the South Norfolk Railway Company, for seventeen miles of their railway from Port Rowan to the town of Simcoe, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 54,400

110. To the Jacques Cartier Union Railway Company, extending and completing their railway, a subsidy of..... 20,000

111. For a line of railway from Mount Forest to Walkerton, twenty-four miles in length, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 76,800

112. To the Oshawa Railway and Navigation Company, for seven miles of their railway from Port Oshawa towards Raglan, a subsidy not exceeding $3,200 per mile. nor exceeding in the whole..... 22,400

113. To the Saguenay and Lake St. John Railway Company, for thirty miles of their railway from Lake St. John towards Chicoutimi, or from Chicoutimi towards Lake St. John, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 96,000

114. To the Great Eastern Railway Company, for thirty miles of their railway from the River St. Francis to the Arthabaska Railway, at St. Grégoire station, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole $96,000

115. To the Ontario and Pacific Railway Company, for six miles of their railway from the northern end of the portion subsidized by the Act 47 Victoria, chapter 8, to the town of Perth, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 19,200

116. To the Caraquet Railway Company, for seven miles of their railway from Lower Caraquet to Shippegan, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding in the whole .. 32,000

117. To the St. Lawrence and Lower Laurentian and Saguenay Railway Company, for the section of this railway from Grand Piles, on the St. Maurice River, to its junction with the Quebec and Lake St. John Railway, in lieu of the subsidy granted by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, for a line of railway from Grand Piles, on the St. Maurice River, to its junction with the Lake St. John Railway, a distance of about fifty miles, a subsidy of 217,600

118. To the St. John Valley and River du Loup Railway Company, for twenty-two miles of their railway from the village of Prince William towards the town of Woodstock, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 70,400

119. To the Lake Temiscamingue Railway Company, for four short sections of railway, in all about two miles in length, to overcome the rapids of the Ottawa River, known as "La Mi-Charge," "La Cave," "Les "Erables," and "La Montagne," and for the construction of wharfs and landing stages at these rapids, to connect the Canadian Pacific Railway at Mattawa with Lake Temiscamingue by steamboats, railways and other works (in lieu of a portion two miles in length, out of the eight miles of railway subsidized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, under which about six miles of railway have already been built from the foot of Long Sault proper to the foot of Lake Temiscamingue, and in lieu also of the subsidy granted by the Act 49 Victoria, chapter 10), a subsidy of 12,400

120. To the Carillon and Grenville Railway Company, for twelve miles of their railway from St. Eustache to Sault au Récollet, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 38,400

121. To the Minudie Branch Railway Company, for five and a half miles of their railway from its junction with the Joggins Railway, near the River Hébert railway bridge, to the village of Minudie, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 17,600

122. To the Lake Temiscamingue Colonization and Railway Company, for ten and a half miles of their railway from the Long Sault to Lake Kippewa, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 33,600

123. To the Leamington and St. Clair Railway Company, for two miles of their railway from the north end of the section subsidized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, to the village of Comber, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole. 6,400

124. To the Cumberland Railway and Coal Company for fourteen miles of their railway from a point on the Spring Hill and Parrsboro' Railway, near Spring Hill, to a point on the railway between Oxford and New Glasgow, near Oxford village, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 44,800

125. To the Montreal and Champlain Junction Railway Company, a subsidy of..... $ 64,000

126. To the Quebec and Lake St. John Railway Company, for nine miles of their railway, the distance which the previous subsidies granted are short of covering from the city of Quebec to Lake St. John, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 28,800

127. To the Temiscouata Railway Company, for thirty miles of a branch of their railway from Edmundston towards the St. Francis River, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole.. 96,000

128. To the Cornwallis Valley Railway Company, for thirteen miles of their railway from Kentville to Kingsport, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 41,600

129. To the Nova Scotia Central Railway Company, for thirty-four miles of their railway, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 108,800

130. To the Tobique Valley Railway Company, for fourteen miles of their railway from Perth Centre station towards Plaister Rock Island, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, for a railway from Perth Centre station, on the New Brunswick Railway, to a point near Plaister Rock Island, a subsidy of..... 89,600

131. For a railway from Woodstock towards Centreville, twenty miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole.. 64,000

132. For a railway bridge over the St. Lawrence River, at Coteau Landing on the line of the Canada Atlantic Railway, a subsidy of fifteen per cent on the value of the structure, not to exceed..... 180,000

133. To the Lake Erie, Essex and Detroit River Railway Company, for twenty-seven miles of their railway, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding..... 118,400

"For the purpose of granting corporate powers to persons or companies undertaking the construction of railways or parts of railways, mentioned in the next preceding section, for the construction of which no corporate powers exist at the time of the passing of this Act, the Governor in Council may grant to them, under such corporate name as he shall deem expedient, a charter conferring upon them the franchises, privileges and powers requisite for the said purposes, as the Governor in Council shall deem most useful or appropriate to the said undertaking; and such charter being published in the *Canada Gazette*, with any Order or Orders in Council relating to it, shall have force and effect as if it were an Act of the Parliament of Canada.

"The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies respectively; the other subsidies, including subsidies granted for railways over a line extending beyond a point to which any company hereinbefore mentioned by name is authorized to construct their railway, shall be granted to such companies as shall be approved by the Governor in Council, as having established, to his satisfaction, their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council; and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon completion of the work subsidized, except as regards the subsidy for the bridge over the

St Lawrence River, upon which shall be paid fifteen per cent of the value of work done on monthly progress estimates, certified by the Chief Engineer, and upon the approval of the Minister of Railways and Canals.

"The granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

"Notwithstanding anything contained in the Act forty-fifth Victoria, chapter fourteen, or in the Act forty-sixth Victoria, chapter twenty-five, the balances of the sums granted for a railway from St. Raymond to Lake St. John and to the Quebec and Lake St. John Railway Company by the said Acts respectively, which have not yet been paid by the Government, may be paid at any time within one year from the passing of this Act, subject to the conditions in the said Act contained."

By the Act 51 Vic., cap. 3, 1888 (*Assented to 22nd May, 1888*):—

134. To the Ottawa and Parry Sound Railway Company, for 22 miles of their railway from a point on the Canadian Pacific Railway to Eganville, in lieu of the subsidy granted by 49 Victoria, chapter 10, for a railway from a point on the Canadian Pacific Railway to Eganville, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole $ 70,400 00

135. To the Nova Scotia Central Railway Company, for 46 miles of their railway, in the province of Nova Scotia, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 147,200 00

136. To the Montreal and Champlain Junction Railway Company, for 3 miles of their railway from the end of the present subsidized section, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 9,600 00

137. To the Massawippi Junction Railway Company, for their railway from a point on the Atlantic and North-west Railway, near the village of Magog, to Ayer's Flat station, on the Massawippi Valley Railway, in lieu of the subsidy granted by 50-51 Victoria, chapter 24, a subsidy of..... 32,000 00

138. To the Pontiac Pacific Junction Railway Company, for bridging the several channels of the Ottawa River at Culbute and west thereof, a subsidy of $31,500, to be paid out monthly as the work progresses, upon the certificate of the Chief Engineer of Government railways, in the proportion which the value of the work executed bears to the value of the whole work undertaken, and for three miles of their railway extending from a point three miles east of Pembroke to Pembroke, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole $9,600, provided that the entire work subsidized upon this railway shall be completed within four years from the passing of this Act, the subsidy granted by this Act not to exceed in the whole..... 41,100 00

139. To the Port Arthur, Duluth and Western Railway Company, for 84¾ miles of their railway from Port Arthur towards Gun Flint Lake, in lieu of the subsidies granted by 48-49 Victoria, chapter 59, and 49 Victoria, chapter 10, for the construction of a railway from Murillo Station to Crooked Lake, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 271,200 00

140. To the Quebec and Lake St. John Railway Company, for 30 miles of their railway from Lake St. John towards Chicoutimi, or from Chicoutimi towards Lake St. John, being a transfer made at the request of the Saguenay and Lake St. John Railway Company of the subsidy granted to them by 50-51 Victoria, chapter 24, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 96,000 00

141. To the Temiscouata Railway Company, for 20 miles of their branch railway from Edmundston towards the St. Francis River, in the province of Quebec, in lieu of the subsidy granted by 50-51 Victoria, chapter 24, a subsidy of..... $100,000 00

142. To the Quebec Central Railway Company, for the construction and completion of a line of railway from St. Francis Station to a point on the Atlantic and North-west Railway near Moose River, 90 miles, in lieu of the balance of the subsidy, unearned, granted by 47 Victoria, chapter 8, a subsidy not exceeding $21,191.54 per annum for twenty years, or a guarantee of a like sum for a like period as interest on the bonds of the company, such annual subsidy for twenty years representing a grant in cash of 288,000 00

143. To the Central Railway Company of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 4,052 tons of used iron rails and fastenings, loaned to the St. Martin's and Upham Railway Company, now forming part of the Central Railway, which rails and fastenings stand in the Public Accounts as an asset for..... 83,612 54

144. To the Elgin, Petitcodiac and Havelock Railway Company of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 2,201 tons of used iron rails and fastenings loaned to the Elgin Branch Railway, now forming part of the Elgin, Petitcodiac and Havelock Railway, which rails and fastenings stand in the Public Accounts as an asset for 44,252 82

145. To the Kent Northern Railway Company of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 2,549 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for..... 58,334 27

146. To the Halifax Cotton Company of Nova Scotia, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 233 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for..... 4,335 00

147. To the Steel Company of Canada, in Nova Scotia, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company of 597 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for..... 11,964 66

148. To the Albert Railway Company of New Brunswick, a grant as a subsidy (the section of road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 726 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for..... 14,665 45

149. To the Chatham Branch Railway of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 958 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for..... $24,439 84

"All the lines, for the construction of which subsidies are granted, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications, and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council; and also the said subsidies respectively, payable in cash, shall be payable out of the Consolidated Revenue Fund of Canada by instalments, on the completion to the satisfaction of the Minister of Railways and Canals of each section of the railway of not less than 10 miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon completion of the work subsidized."

By the Act 52 Vic., chap. 3, 1889. *(Assented to 2nd May, 1889)*:—

150. To the Ontario and Pacific Railway Company, for a line of railway from Cornwall to Ottawa, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $172,400 00

151. To the Ottawa and Gatineau Railway Company, for a line of railway from Hull station towards Le Désert, a distance of sixty-two miles, a subsidy not exceeding in the whole..... 320,000 00

152. To the Cap Rouge and St. Lawrence Railway Company, for twelve miles of their railway, from Lorette via Cap Rouge to Quebec, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 38,400 00

153. To the Parry Sound Colonization Railway Company, for forty miles of their railway, from the village of Parry Sound to the village of Sundridge, or some other point on the line of the Northern and Pacific Junction Railway, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 128,000 00

154. For a railway from St. Andrew's to the Canadian Pacific Railway, at or at any point east of the town of Lachute, in the county of Argenteuil, in the province of Quebec, seven miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 22,400 00

155. For a railway from Truro, or a point between Truro and Stewiacke, to Newport or to Windsor, in the province of Nova Scotia, forty-nine miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 156,800 00

156. For a line of the Central Railway from the head of Grand Lake to the Intercolonial Railway, in the province of New Brunswick, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 128,000 00

157. To the Albert Southern Railway Company, the balance remaining unpaid of the subsidy granted by the Act 47th Victoria, chapter 8, not exceeding in the whole..... 31,771 43

158. To the Baie des Chaleurs Railway Company, the balance remaining unpaid of the subsidy mentioned in the Act 49th Victoria, chapter 17, not exceeding in the whole..... 244,500 00

159. To the Irondale, Bancroft and Ottawa Railway Company, for a line of railway from the Victoria Branch of the Midland Railway to the village of Bancroft, in the county of Hastings, the balance remaining unpaid of the subsidy granted by the Act 47th Victoria, chapter 8, not exceeding in the whole..... $145,000 00

160. To the Northern and Pacific Junction Railway Company, for a railway from Gravenhurst to Callander, the balance remaining unpaid of the subsidies granted by the Act 45th Victoria, chapter 14, and 46th Victoria, chapter 25, not exceeding in the whole.. 35,000 00

161. For a railway from some point on the Joggins Railway, near the Hébert River, to Young's Mills, in the province of Nova Scotia, a distance of five miles, a subsidy not exceeding $3,200 per mile, and not exceeding in the whole..... 16,000 00

162. To the St. Clair Frontier Tunnel Company, for the construction of a tunnel under the St. Clair River, from a point at or near Sarnia, to a point at or near Port Huron, a subsidy not exceeding in the whole..... 375,000 00

163. To the Pontiac and Renfrew Railway Company, for six miles of their railway from the north bank of the Ottawa River, opposite Braeside, or from Bristol Iron Mines, to the Pontiac Pacific Junction Railway, near the Quyon River, in the province of Quebec, a subsidy not exceeding $3,200 per mile, and not exceeding in the whole..... 19,200 00

164. To the Quebec, Montmorency and Charlevoix Railway Company, for thirty miles of their railway, from the east bank of the St. Charles River, to or near to Cap Tourmente, in the province of Quebec, a subsidy not exceeding $3,200 per mile, and not exceeding in the whole..... 96,000 00

165. To the Fredericton and St. Mary's Bridge Company, for a bridge over the St. John River, at Fredericton, in the province of New Brunswick, a subsidy not exceeding in the whole..... 30,000 00

166. To the Napanee, Tamworth and Quebec Railway Company, for seven miles of their railway, from a point at or near Yarker to a point at or near Harrowsmith, and to a company for three miles of railway from a point at or near Harrowsmith to a point at or near Sydenham, a subsidy not exceeding $3,200 per mile, and not exceeding in the whole..... 32,000 00

167. For a railway from a point near Sicamous, on the Canadian Pacific Railway, to a point on Lake Okanagan for fifty-one miles of such railway, a subsidy not exceeding $3,200 per mile, and not exceeding in the whole..... 163,200 00

168. To the Cornwallis Valley Railway Company, for one mile of their railway, from the end of the line subsidized by the Act 50-51 Victoria, chapter 24, to Kingsport, in the province of Nova Scotia, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 3,200 00

169. To the Lake Témiscamingue Colonization and Railway Company, for fifteen miles of their railway, from Mattawa station on the Canadian Pacific Railway, towards the Long Sault, or from the Long Sault towards the said Mattawa station, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 48,000 00

170. To the Maskinongé and Nipissing Railway Company, for fifteen miles of their railway, from a point on the Canadian Pacific Railway at or near Maskinongé or Louiseville, towards the parish of Saint-Michel des Saints, on the River Mattawin, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 48,000 00

171. To the Kingston, Smith's Falls and Ottawa Railway Company, for twenty miles of their railway, from the city of Kingston towards Smith's Falls, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $ 64,000 00

172. To the South Ontario Pacific Railway Company, for forty-nine and one-half miles of their railway, from Woodstock to Hamilton, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 158,400 00

173. For a railway from St. Césaire to St. Paul d'Abbotsford, in the province of Quebec, five miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 16,000 00

174. To the Great Eastern Railway Company, for twenty miles of their railway, from the east end of the line subsidized by the Act 50-51 Victoria, chapter 24, at St. Grégoire, towards the Chaudière Junction station on the Intercolonial Railway, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 64,000 00

175. To the Drummond County Railway Company, for four and one-half miles of their railway, from the end of the line subsidized by the Act 50-51 Victoria, chapter 24, to Ball's Wharf, on the St. Lawrence River, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 14,400 00

176. To the St. Catharines and Niagara Central Railway Company, for twenty miles of their railway, from the end of the line subsidized by the Act 50-51 Victoria, chapter 24, at St. Catharines, towards the city of Hamilton, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 64,000 00

177. To the Quebec and Lake St. John Railway Company, for twenty miles of their railway, from the end of the section of thirty miles from Lake St. John towards Chicoutimi, subsidized by the Act 51 Victoria, chapter 3, towards Chicoutimi, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 64 000 00

178. To the Grand Trunk, Georgian Bay and Lake Erie Railway Company, for fifteen miles of their railway, from the village of Tara or some point between Tara and Hepworth, to the town of Owen Sound, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 48,000 00

179. To the Hereford Railway Company, for fifteen miles of their railway, from Cookshire to a junction with the Quebec Central Railway at Dudswell, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 48,000 00

180. To the Massawippi Junction Railway Company, for fifteen miles of their railway, from Ayer's Flat to Coaticook, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 48,000 00

181. To the Brockville, Westport and Sault Ste. Marie Railway Company, for twenty miles of their railway, from a point at or near Newboro', towards Palmer's Rapids, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole. 64,000 00

182. To the Thousand Islands Railway Company, for four miles of their railway, from a point near the St. Lawrence River, in Gananoque village, to Gananoque Junction of the Grand Trunk Railway, and for thirteen miles of their railway, from Gananoque Junction of the Grand Trunk Railway to a junction with the Brockville, Westport and Sault Ste. Marie Railway, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 54,400 00

183. For a railway from Cape Tourmente towards Murray Bay, twenty miles, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $64,000 00

184. To the Amherstburg, Lake Shore and Blenheim Railway Company, for twenty miles of their railway, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 64,000 00

"So much of the subsidy of three thousand two hundred dollars per mile, which under the provisions of the Act forty-ninth Victoria, chapter seventeen, and of this Act, may be paid to the Baie des Chaleurs Railway Company in respect of the thirty miles of their railway, from the seventieth to the hundredth mile, eastward from Metapediac, shall be applicable to the section of the said railway, comprised between the fortieth and the seventieth mile thereof, eastward from Metapediac, instead of to the said first mentioned section of thirty miles, making six thousand four hundred dollars per mile applicable to the secondly mentioned section of thirty miles; but the foregoing provision shall be subject to the condition that the said company undertake to complete the thirty miles of their railway from the seventieth to the hundredth mile eastward from Metapediac within a reasonable time, not to exceed four years, to be fixed by Order in Council, and without any further subsidy from the Government of Canada, and that they deposit with the Minister of Railways and Canals, as security to the Crown that they will well and truly carry out their undertaking, their bonds to the amount of two hundred thousand dollars.

"The subsidies hereinbefore mentioned as to be granted to companies named for that purpose, shall be granted to such companies respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized, except as respects the tunnel under the St. Clair River, in which case there shall be paid fifteen per cent of the value of work done on monthly progress estimates, certified by the Chief Engineer, and upon the approval of the Minister of Railways and Canals.

"The granting of such subsidies, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights, as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

"And for the removal of doubts it is hereby declared and enacted that the provision in the Act passed in the fifty-first year of Her Majesty's reign, and chaptered three, relating to the Pontiac Pacific Junction Railway Company, extended and extends the several subsidies in aid of the said company for four years from the passing of the said Act, that is to say, from the twenty-second day of May, one thousand eight hundred and eighty-eight."

By the Special Act, 52 Vic., cap. 5, 1889 *(Assented to 2nd May, 1889)*:—

185. In order to enable the Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company to complete their railway from Regina to some point on the South Saskatchewan River at or near Saskatoon, and thence northward to Prince Albert, the Governor in Council may enter into a contract with such company for the transport of men, supplies, materials and mails,

for twenty years, and may pay for such services during the said term, eighty thousand dollars per annum in manner following, that is to say:—the sum of fifty thousand dollars to be paid annually on the construction of the railway to a point at or near Saskatoon, such payment to be computed from the date of the completion of the railway to such point; and the remaining thirty thousand dollars annually on the extension of the railway to Prince Albert, such payment to be computed from the date of such last mentioned completion: Provided that if the second portion of the said railway is not built and operated to Prince Albert within two years after the completion of the railway to the South Saskatchewan as aforesaid, the payment of fifty thousand dollars shall cease until the whole railway is finished to Prince Albert.

By the Act 53 Vic., cap. 2, 1890 *(Assented to 16th May, 1890)*:—

186. To the Montreal and Ottawa Railway Company, for thirty miles of their railway, from the western end of the thirty-six miles subsidized by the Act 50-51 Victoria, chapter 24, towards Ottawa, a subsidy not exceeding $3,200 per mile, and not exceeding in the whole $ 96,000

187. To the Waterloo Junction Railway Company, for eleven miles of their railway, from Waterloo to Elmira, a subsidy not exceeding $3,200 per mile, and not exceeding in the whole 35,200

188. To the Northern and Pacific Junction Railway Company, for a railway from Gravenhurst to Callander, the balance remaining unpaid of the subsidies granted by the Acts 45 Victoria, chapter 14, and 46 Victoria, chapter 25, not exceeding in the whole ... 600

189. For a railway from Woodstock via London to Chatham, in the province of Ontario, thirty miles in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, for a railway from Ingersoll via London to Chatham, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 256,000

190. To the St. Catharines and Niagara Railway Company, for fourteen miles of their railway, from the end of the twenty miles subsidized by the Act 52 Victoria, chapter 3, to Hamilton, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole. 44,800

191. To a railway from Ottawa to Morrisburg, fifty-two miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 166,400

192. To the Erie and Huron Railway Company, for twenty-two miles of their railway from Petrolea via Oil Springs to Dresden, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole. 70,400

193. To the Brockville, Westport and Sault Ste. Marie Railway Company, for a railway from Brockville to Westport, the balance remaining unpaid of the subsidy granted by the Act 48-49 Victoria, chapter 59, not exceeding in the whole 83,000

194. To the Manitoulin and North Shore Railway Company, for thirty miles of their railway from Little Current to the Algoma Branch of the Canadian Pacific Railway, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 96,000

195. To the Port Arthur, Duluth and Western Railway Company, for five miles of their railway, being a branch of the main line of railway to the Kakabeka Falls, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 16,000

196. To the Lake Erie and Detroit River Railway Company, for fifty miles of their railway, on a line to be fixed by the Governor in Council, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 160,000

197. To the Lindsay, Bobcaygeon and Pontypool Railway Company, for sixteen miles of their railway, from Bobcaygeon to the Midland Railway, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole $ 51,200

198. To the Kingston, Smith's Falls and Ottawa Railway Company, for thirty-six miles of their Railway, from the north-east end of the twenty miles subsidized by the Act 52 Victoria, chapter 3, to Smith's Falls, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 115,200

199. To the Ottawa and Parry Sound Railway Company, for thirty miles of their railway, from Eganville to Barry's Bay, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 96,000

200. To the Belleville and Lake Nipissing Railway Company, for thirty miles of their railway, from Belleville to Tweed and thence to Bridgewater, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 96,000

201. To the Cobourg, Northumberland and Pacific Railway Company, for thirty miles of their railway from Cobourg to the Ontario and Quebec Railway, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 96,000

202. To the St. Stephen and Milltown Railway Company, for three and a half miles of their railway, from the town of St. Stephen to the town of Milltown, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 11,200

203. To the Woodstock and Centreville Railway Company, for six miles of their railway, from the western end of the twenty miles subsidized by the Act 50-51 Vic., chap. 24, to the International boundary between the province of New Brunswick and the state of Maine, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 19,200

204. For a railway from a point at or near Fredericton, via Oromocto and Gagetown, to a point on the New Brunswick Railway west of Westfield station, for thirty miles thereof, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 96,000

205. To the Central Railway Company of New Brunswick, for four and a half miles of their railway, the distance which the previous subsidy granted is short of covering, from the head of Grand Lake to the Intercolonial Railway, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 14,400

206. To the Montreal and Western Railway Company, for seventy miles of their railway, from St. Jérôme, north-westerly towards Désert, in the province of Quebec, in lieu of the subsidy granted by the Act 49 Vic., chap. 10, a subsidy not exceeding $5,161 per mile, nor exceeding in the whole 361,270

"Provided, that the subsidy hereby granted to the Montreal and Western Company may be paid by instalments on the completion of each section of the railway as follows, that is to say :—

SECTIONS.	Approximate length in miles.
St. Jérôme to Shawbridge	8
Shawbridge to St. Sauveur	4
St. Sauveur to Ste. Adèle	6
Ste. Adèle to Lac à la Fourche	6
Lac à la Fourche to Ste. Agathe	6½
Ste. Agathe to St. Faustin	14
St. Faustin to St. Jovite	7½
St. Jovite to Summit Lake	8
Summit Lake to La Chute aux Iroquois	7
La Chute aux Iroquois towards Désert	3

"Such instalments to be proportionate to the value of the portions so completed in comparison with that of the whole work undertaken, to be established as aforesaid."

207. For seventy-five miles of the railway from Shelburne, in the county of Shelburne, and from Liverpool, in the county of Queen's towards Annapolis, in the province of Nova Scotia, to be so contracted for as to secure the construction to both Shelburne and Liverpool, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole $ 240,000

208. To the Inverness and Richmond Railway Company, for fifty miles of their railway from Port Hawkesbury to Broadcove, a subsidy not exceeding $1,000 per mile, nor exceeding in the whole..... 50,000

209. To the International Railway Company, for a railway from Sherbrooke to the international boundary, the balance remaining unpaid of the subsidy granted by the Act 46 Vic., chapter 25, not exceeding in the whole 3,840

210. For completing the Montreal and Sorel Railway from St. Lambert to Sorel 40,000

211. To the Pontiac Pacific Junction Railway Company, for seven and a half miles of their railway, from Hull to Aylmer, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 24,000

212. To the Montreal and Lake Maskinongé Railway Company, for three and a half miles of their railway, the distance which the subsidy granted by the Act 49 Vic., chapter 10, is short of covering from St. Félix to Lake Maskinongé, in the parish of St. Gabriel, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 10,200

213. To the Great Eastern Railway Company, for a bridge over the Nicolet River, and also a bridge on the St. Francis River, a subsidy of 15 per cent on the value of the structure, not to exceed 37,500

214. To the Drummond County Railway Company, for twenty-four miles of their railway, from Drummondville to Ste. Rosalie, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 76,800

215. To the Great Northern Railway Company, for fifteen miles of their railway, from, at or near Montcalm to the Canadian Pacific Railway, between Joliette and St. Félix de Valois, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 48,000

216. To the Lake Temiscamingue Colonization Railway Company, for twenty miles of their railway, from the northern end of the fifteen miles subsidized by the Act 52 Vic., chapter 3, to the Long Sault, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 64,000

217. To the Maskinongé and Nipissing Railway Company, for fifteen miles of their railway, from the northern end of the 15 miles subsidized by the Act 52 Victoria, chapter 3, towards the parish of St. Michel des Saints, on the River Mattawa, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 48,000

218. To the St. Lawrence and Adirondack Railway Company, for eighteen miles of their railway, from Valleyfield to Huntingdon, on the Montreal and Champlain Junction Railway, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 57,600

219. To the Quebec Central Railway Company, for ninety miles of their railway, from St. Francis Station, on the Quebec Central Railway, to a point on the Atlantic and North-western Railway,

near Moose River, or from a point on the Quebec Central Railway between the Chaudière River and Tring Station, to a point on the International Railway at or near Lake Megantic, in lieu of the subsidy granted by the Act 51 Victoria, chapter 3, a subsidy not exceeding $21,191.54 per annum for twenty years, or a guarantee of a like sum for a like period, as interest on the bonds of the company, such annual subsidy for twenty years representing a grant in cash of $288,000

220. To the Quebec and Lake St. John Railway Company, for a railway bridge over the St. Charles River, to give access to the city of Quebec, a subsidy not to exceed in the whole $30,000; also for twelve miles of their railway from Lorette via Charlesbourg to Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole $38,400..... 68,400

221. For a railway from Summerside to Richmond Bay, in the province of Prince Edward Island, three miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 9,600

222. To the Columbia and Kootenay Railway Company, for thirty-five miles of their railway, from the outlet of Kootenay Lake to a point on the Columbia River as near as practicable to the junction of the Kootenay and Columbia Rivers, a subsidy not exceeding $3,200 per mile, nor to exceed in the whole..... 112,000

223. For a railway from a point on the Intercolonial Railway through the Stewiacke Valley on a line which will afford facilities of communication with the Iron Mines, Springside, Upper Stewiacke and Musquodoboit settlements, twenty-five miles, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 80,000

224. For a railway from Fredericton to the village of Prince William in the province of New Brunswick, twenty-two miles, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 70,400

225. To the St. John Valley and Rivière du Loup Railway Company, for twenty-two miles of their railway from the village of Prince William towards the town of Woodstock, in lieu of the subsidy granted by the Act 50-51 Victoria, chapter 24, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 70,400

226. To the Témiscouata Railway Company, for sixteen miles of their railway, from the west end of the twenty miles of their branch railway from Edmundston, subsidized by the Act 51 Victoria, chapter 3, towards the St. Francis River, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 51,200

227. For a railway from the north end of the fourteen miles for which a subsidy was granted by the Act 50 and 51 Victoria, chapter 24, to the Tobique Valley Railway Company, from Perth Centre towards Plaister Rock Island, eleven miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 35,200

228. To the Orford Mountain Railway Company, for thirty-one miles of their railway, between Eastman and Kingsbury, a subsidy not exceeding $3,200 per mile, nor exceedingin the whole 99,200

229. For a railway from Lachine Bank, on a line of the Grand Trunk Railway, to a point at or near Rivière des Prairies, a distance of fifteen miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 48,000

"The subsidies hereinbefore mentioned as to be granted to companies named for that purpose, shall be granted to such companies respectively; the other subsidies,

including subsidies granted for railways over a line extending beyond a point to which any company hereinbefore mentioned by name is authorized to construct its railway, shall be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively. All the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of July next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council,—except the Erie and Huron Railway, which shall be completed within two years from the first day of July next. And they shall also be constructed according to descriptions and specifications, and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specifying an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make. The location, also, of every such line of railway shall be subject to the approval of the Governor in Council. And all the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized—except as regards the Erie and Huron Railway Company, upon which payment shall be made only upon the completion of the work—except, also as regards the subsidies to the Inverness and Richmond Railway, which shall be paid on the completion of each ten mile section, in accordance, as nearly as practicable, with the agreement between the company and the municipality of Inverness, and with section four of the Act of the Legislature of Nova Scotia, 1890, intituled: An Act to enable the county of Inverness to borrow money—except, also, as regards the subsidies to the Great Eastern Railway Company for bridges over the Nicolet and St. Francis Rivers, and to the Quebec and Lake St. John Railway for the bridge over the St. Charles River, upon which shall be paid fifteen per cent of the value of work done, on monthly progress estimates certified by the Chief Engineer and upon the approval of the Minister of Railways and Canals—and except also the subsidy granted to the Quebec Central Railway Company, the first annual payment upon which shall be made at the end of twelve months from the date of the Chief Engineer's certificate of the completion of the work, and each subsequent payment at the end of each twelve months thereafter, for he term of twenty years.

"The granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing running powers or traffic arrangements or other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those subsidized, as the Governor in Council determines."

By the special Act 53 Vic., ch. 5, 1890 *(Assented to 16th May, 1890)*:—

230. In order to enable the Calgary and Edmonton Railway Company to construct so much of their railway as reaches from a point on the line of the Canadian Pacific Railway Company within the town of Calgary to a point on the North Saskatchewan River near Edmonton, the Governor in Council may enter into a contract with such company for the transport of men, supplies, materials and mails for twenty years, and may pay for such services during the said term, eighty thousand dollars per annum, in manner following, that is to say: the sum of eighty thousand dollars to be paid annually on the construction of the railway from Calgary to a point on the North Saskatchewan River near Edmonton,—such payment to be computed from the date of the completion of the railway between such points: Provided that the Governor General in Council may order such sums to be paid in semi-annual instalments, and may permit the company to assign the same by way of security for any bonds or securities which may be issued by the company in respect of the company's undertaking.

By 54-55 Victoria, ch. 8, 1891 *(Assented to 30th Sept., 1891)*:—

231. To the Great Northern Railway Company, for a railway from a point at or near New Glasgow or St. Lin to or near to Montcalm, in the province of Quebec, eighteen miles, the balance

remaining unpaid of the subsidy, not exceeding $3,200 per mile, granted by the Act forty-ninth Victoria, chapter ten, nor exceeding in the whole $ 28,100 00

232. To the Quebec and Lake St. John Railway Company, for the railway bridge over the St. Charles River to give access to the city of Quebec, the difference between the amount already paid to the company and the sum of $30,000 mentioned as not to be exceeded by the Act fifty-third Victoria, chapter two, a subsidy not exceeding 5,250 00

233. To the Oshawa Railway Company, for seven miles of their railway from Port Oshawa towards Raglan, in lieu of the subsidy for a like amount granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 22,400 00

234. To the St. Lawrence, Lower Laurentian and Saguenay Railway Company, for the section of their railway from Grand Piles, on the St. Maurice River to its junction with the Quebec and Lake St. John Railway, the balance remaining unpaid of the subsidy granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, not exceeding in the whole 92,784 00

235 To the Great Eastern Railway Company, for thirty-miles of their railway, from the River St. Francis to the Arthabaska Railway at St. Grégoire station, the balance remaining unpaid of the subsidy, not exceeding $3,200 per mile, granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, not exceeding in the whole 79,700 00

236. To the South Ontario Pacific Railway Company, for forty-nine and one-half miles of their railway from Woodstock to Hamilton, in the province of Ontario, in lieu of the subsidy for a like amount granted by the Act fifty-second Victoria, chapter three, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 158,400 00

237. To the Montreal and Ottawa Railway Company (formerly the Vaudreuil and Prescott Railway Company), for thirty miles of their railway from Vaudreuil towards Hawkesbury, the balance remaining unpaid of the subsidy granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, not exceeding in the whole 46,040 00

238. To the Tobique Valley Railway Company, for fourteen miles of their railway from Perth Centre station towards Plaister Rock Island, in lieu of the subsidy for a like amount granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, a subsidy not exceeding $6,400 per mile, nor exceeding in the whole 89,600 00

239. To the Kingston, Smith's Falls and Ottawa Railway Company for fifty-six miles of their railway from the city of Kingston to Smith's Falls, in lieu of the subsidies, not to exceed $179,200, granted by the Acts fifty-second Victoria, chapter three, and fifty-third Victoria, chapter two, a subsidy not exceeding $12,534 per annum, to be paid in semi-annual instalments of $6,267 each, for twenty years, which represents a grant in cash of 179,200 00

" Provided, that upon the completion of twenty-eight miles of the said railway a semi-annual subsidy may be paid proportionate to the value of the portion so completed in comparison with that of the whole fifty-six miles; Provided also, that the company may deposit with the Minister of Finance and Receiver General a sum not exceeding $1,170,000, in consideration whereof there shall be paid to the company, for twenty years, a semi-annual annuity calculated on a basis of three and one-half per cent on the amount so deposited; Provided further, that the Governor in Council may permit the company to assign the said subsidy and annuity to trustees by way of security for any bonds or securities which may be issued by the company in respect of their undertaking."

240. To the Brockville, Westport and Sault Ste. Marie Railway Company, for twenty miles of their railway, from a point at or near Newboro' towards Palmer's Rapids, in the province of Ontario, in lieu of a subsidy for a like amount granted by the Act fifty-second Victoria, chapter three, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $64,000 00

" Provided that the subsidy hereby granted to the Brockville, Westport and Sault Ste. Marie Railway Company may be paid by instalments, on the completion of each section of the railway as follows, that is to say:—

Sections.	Length in miles.
From, at or near Newboro' to Westport.....	4
From Westport towards Palmers Rapids.....	16

" The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council; and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also of every such line of railway, shall be subject to the approval of the Governor in Council; and all the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized—except as to the subsidy granted to the Kingston, Smith's Falls and Ottawa Railway Company, the first semi-annual payment upon which shall be made at the end of six months from the date of the Chief Engineer's certificate of the completion of twenty-eight miles of the railway, and each subsequent payment at the end of each six months thereafter, for the term of twenty years,—except also as to the Quebec and Lake St. John Railway Company, the subsidy to which shall be paid upon the completion of the work,—except also as to the Brockville, Westport and Sault Ste. Marie Railway Company, the subsidy to which shall be paid as follows: on the completion of that portion of the said road from, at or near Newboro' to Westport, a distance of four miles, the sum of twelve thousand eight hundred dollars, and on the completion of the remaining sixteen miles from Westport towards Palmer's Rapids, the sum of fifty-one thousand two hundred dollars.

" Within one month after the commencement of each session of Parliament, whilst any of the said moneys are being paid out, there shall be laid before Parliament a statement showing all payments of such moneys during the then next preceding year, the names of the respective persons to whom such payments have been made, and the amounts paid them respectively, together with the engineer's report upon which pay-

ments have been recommended, and copies of all contracts between the Government and the company under which the said subsidies are authorized to be paid.

"The granting of such subsidies respectively shall be subject to such conditions for securing such running power or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

By the Act 55-56 Victoria, chap. 5, 1892 *(Assented to 9th July, 1892)* :—

241. To the Lake Erie and Detroit River Railway Company, for fifty-eight miles of their railway from a point at or near Cedar Creek to the town of Ridgetown, in lieu of the subsidies granted to the Lake Erie and Detroit River Railway Company by the Act 53 Victoria, chapter 2, and to the Amherstburg, Lake Shore and Blenheim Railway Company by the Act 52 Victoria, ch. 3. $224,000 00

242. To the Ottawa, Arnprior and Parry Sound Railway Company, for fifty-five miles of their railway from Barry's Bay towards the Northern Pacific Junction Railway, a subsidy not exceeding $6,400 per mile on the first twenty-seven and a half miles out from Barry's Bay, and not exceeding $3,200 per mile on the second twenty-seven and a half miles, nor exceeding in the whole..... 264,000 00

243. To the Canadian Pacific Railway Company or to the Columbia and Kootenay Railway and Navigation Company, for a railway from a point on the Canadian Pacific Railway at or near Revelstoke to the head of Arrow Lake, for twenty-five miles of such railway, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 80,000 00

244. To the Tobique Valley Railway Company, for a railway from the north end of the eleven miles for which a subsidy was granted by the Act 53 Victoria, chapter 2, to Plaister Rock Island, for 3 miles of such railway, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 9,600 00

245. To the Monfort Colonization Railway Company, for twenty-one miles of their railway from Lachute, St. Jérôme or a point at or near St. Sauveur, on the line of the Montreal and Western Railway, to Monfort and westward, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 67,200 00

246. To the Ontario, Belmont and Northern Railway Company, for ten miles of their railway from the Belmont iron mines to the Canadian Pacific Railway and the Central Ontario Railway, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 32,000 00

247. To the Montreal and Champlain Junction Railway Company, the balance remaining unpaid of the subsidies granted by the Acts 50-51 Victoria, chapter 24, and 51 Victoria, chapter 3, a subsidy of..... 15,100 00

248. To the Buctouche and Moncton Railway Company, for thirty-two miles of their railway from Moncton to Buctouche, the balance remaining unpaid of the subsidy, not exceeding $3,200 per mile, granted by the Acts 49 Victoria, chapter 10, and 50-51 Victoria, chapter 24, not exceeding in the whole..... 35,480 00

249. To the Cobourg, Northumberland and Pacific Railway Company, for nineteen miles of their railway from Cobourg to the Ontario and Quebec Railway (in addition to the subsidy granted by the Act 53 Victoria, chapter 2), a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 60,800 00

250. For a railway from the parish of St. Rémi, in the county of Napierville, to St. Cyprien in the said county, for twelve miles of such railway, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole $ 38,400 00

251. To the Inverness and Richmond Railway Company (or any other company undertaking the work), for twenty-five miles of their railway from a point on the Cape Breton Railway, at or near Orangedale, to Broadcove, a subsidy not exceeding $3,200 per mile, in lieu of the subsidy of $50,000 granted to the said railway company by 53 Victoria, chapter 2, and on the same conditions, not exceeding in the whole 80,000 00

252. To the Nicola Valley Railway Company, for twenty-five miles of their railway from a point on the Canadian Pacific Railway at or near Spence's Bridge towards Nicola Lake 80,000 00

253. To the Lotbinière and Megantic Railway Company, for fifteen miles of their railway from a point at or near St. Jean Deschaillons towards Glen Lloyd, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 48,000 00

254. To the Stewiacke and Lansdowne Railway Company, for a railway from a point on the Intercolonial Railway, through the Stewiacke Valley, on a line which will afford facilities of communication with the iron mines at Springside, Upper Stewiacke and Musquodoboit settlements, twenty-five miles, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 80,000 00

255. To the Philipsburg Junction Railway and Quarry Company, for six and seven-hundredths miles of their railway from Stanbridge Station to Philipsburg, in the county of Missisquoi, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 21,600 00

256. To the Kingston, Napanee and Western Railway Company, for three miles of their railway from a point at or near Harrowsmith to a point at or near Sydenham, in lieu of the subsidy granted for this section of road by the Act 52 Victoria, chapter 3, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 9,600 00

257. For a railway from Cape Tourmente towards Murray Bay, in the province of Quebec, twenty miles, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 64,000 00

258. To the Stewiacke and Lansdowne Railway Company, for a railway from Truro, or a point between Truro and Stewiacke, to Newport or to Windsor, in the province of Nova Scotia, for forty-nine miles of such railway, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 156,800 00

259. To the Restigouche and Victoria Railway Company, for fifteen miles of their railway from Campbelton towards Grand Falls, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 48,000 00

260. For a railway from St. Johns to Ste. Rosalie, thirty-two miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 102,400 00

261. For a railway from St. Placide to St. Andrew's, eight miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole.. 25,600 00

262. For a railway to complete the connection between Sydney and Louisburg, in the county of Cape Breton, for twenty-eight miles of such railway, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 89,600 00

263. To the Belleville and Lake Nipissing Railway Company, for thirty miles of their railway from Belleville to Tweed and thence to Bridgewater, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $ 96,000 00

264. To the Kingston, Smith's Falls and Ottawa Railway Company, for fifty-six miles of their railway from the city of Kingston to Smith's Falls, in lieu of the subsidies, not to exceed $179,200, granted by the Acts 52 Victoria, chapter 3, and 53 Victoria, chapter 2, a subsidy calculated on a basis of three and a half per cent on the amount of such subsidies so granted, to be paid in semi-annual instalments for such period not exceeding twenty-one years, as the company may elect, which represents a grant in cash of..... 179,200 00

" Provided, that upon the completion of twenty-eight miles of the said railway a semi-annual subsidy may be paid proportionate to the value of the portion so completed in comparison with that of the whole fifty-six miles : Provided also, that the company may deposit with the Minister of Finance and Receiver General, a sum not exceeding $1,170,000, in consideration whereof there shall be paid to the company for such period not exceeding twenty years as the company may elect, a semi-annual annuity calculated on a basis of three and a half per cent on the amount so deposited. Provided further, that the Governor in Council may permit the company to assign the said subsidy and annuity to trustees by way of security for any bonds or securities which may be issued by the company in respect of their undertaking."

265. To the St. Catharines and Niagara Central Railway Company, for thirty-four miles of their railway from the city of St. Catharines to the city of Hamilton, in lieu of the subsidies, not to exceed $108,000, granted by the Acts 52 Victoria, chapter 3, and 53 Victoria, chapter 2, a subsidy calculated on a basis of three and a half per cent on the amount of the said subsidies, to be paid in semi-annual instalments for such period, not exceeding twenty years, as the company may elect, representing a grant in cash of $108,000 : Provided that, upon the completion of ten miles of said railway, a semi-annual subsidy may be paid proportionate to the value of the portion so completed in comparison with that of the whole thirty-four miles. Provided also, that the company may deposit with the Minister of Finance and Receiver General a sum not exceeding $400,000, in consideration whereof there shall be paid by the Government to the company, for such period not exceeding twenty years, as the company may elect, a semi-annual annuity, calculated on a basis of three and a half per cent on the amount so deposited, or a guarantee of a like sum, as interest on the bonds of the company : Provided further, that the company, with the approval of the Governor in Council, may assign the said subsidy and annuity to trustees by way of security for principal, or interest of any bonds or securities which may be issued by the company in respect of their undertaking, and the subsidy last above mentioned to the St. Catharines and Niagara Central Railway Company shall be paid in instalments, the first semi-annual payment upon which shall be made at the end of the six months from the date of the Chief Engineer's certificate of the completion of the first ten miles of railway, and each subsequent payment at the end of six months thereafter, for the term of twenty years or less. It is a condition of this subsidy that the sum not exceeding $400,000 above mentioned shall be deposited with the Finance Minister before January 1st, 1893.

266. To the Woodstock and Centreville Railway Company, for a railway from Woodstock towards Centreville, twenty miles, in lieu of the subsidy granted by 50-51 Victoria, chapter 24, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $64,000 00

267. To the Brockville, Westport and Sault Ste. Marie Railway Company, for the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding $3,200 per mile, and also for the balance remaining unpaid of the subsidy granted by the Act 53 Victoria, chapter 2, nor exceeding in the whole..... 96,800 00

268. To the New Glasgow Iron, Coal and Railway Company, for a railway from Eureka Junction on the Intercolonial Railway to a point at or near Sunnybrae, including a branch line to the charcoal iron furnace at Bridgeville, for twelve and a half miles of such railway, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 40,000 00

269. To the Thousand Island Railway Company, for an extension of their railway to connect with the Brockville, Westport and Sault Ste. Marie Railway, the Kingston, Napanee and Western Railway, the Kingston, Smith's Falls and Ottawa Railway, or the waters of the Rideau Canal, and an extension across the mouth of the Gananoque River, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole..... 44,000 00

Payable, $14,000 on the completion of the last named or southern extension, and the balance of said subsidy, being $30,000, on the completion of the first named or northern extension of their railway.

270. To the Manitoulin and North Shore Railway Company, for thirty miles of their railway from Little Current to the Algoma Branch of the Canadian Pacific Railway, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $96,000 00

271. To the Lindsay, Bobcaygeon and Pontypool Railway Company, for sixteen miles of their railway from the end of the line subsidized by the Act 53 Victoria, chapter 2, at the junction with the Midland Railway, to Pontypool, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 51,200 00

272. For seventy-five miles of the railway from Sand Point, Shelburne Harbour, in Nova Scotia, to Annapolis Royal, in the county of Annapolis and to a junction at or near New Germany on the Nova Scotia Central Railway, with a view to future construction to Liverpool, in lieu of the subsidy of a like amount granted by the Act 53 Victoria, chapter 2, for the same length of railway from Shelburne and from Liverpool, towards Annapolis, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 240,000 00

273. To the Kingston, Napanee and Western Railway Company, for twenty miles of their railway, being extensions or branches in the counties of Peterborough, Hastings, Addington, Frontenac or Leeds, towards iron deposits, a subsidy not exceeding $3,200 per mile, payable in instalments regulated by the length of each of the said extensions, additions or branches, the subsidy not exceeding in the whole..... 64,000 00

274. To the St. John Valley and Rivière du Loup Railway Company, for ten miles of their railway from the north end of the line subsidized by the Act 53 Victoria, chapter 2, towards the town of Woodstock, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 48,000 00

275. To the Cobourg, Northumberland and Pacific Railway Company, for thirty miles of their railway from Cobourg to the Ontario and Quebec Railway, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole $ 96,000 00

276. To the Ottawa, Arnprior and Parry Sound Railway Company, for thirty miles of their railway, from Eganville to Barry's Bay, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 96,000 00

277. To the Ottawa, Arnprior and Parry Sound Railway Company, for twenty-two miles of their railway from a point on the Canadian Pacific Railway to Eganville, in lieu of the subsidy granted by the Act 51 Victoria, chapter 3, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 70,400 00

278. To the Lake Témiscamingue Colonization Railway Company, for thirty-five miles of their railway from Mattawa to the Long Sault, in lieu of the subsidies granted by the Acts 52 Victoria, chapter 3, and 53 Victoria, chapter 2, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 112,000 00

279. To the Témiscouata Railway Company, for twelve miles of their railway from the north end of the section of the St. François Branch subsidized by the Act 51 Victoria, chapter 3, being the first twelve miles on the section subsidized by the Act 53 Victoria, chapter 2, a subsidy not exceeding $1,800 per mile, in addition to the subsidy already granted, and not exceeding in the whole 21,600 00

280. To the Tilsonburg, Lake Erie and Pacific Railway Company, for sixteen miles of their railway from Port Burwell to Tilsonburg, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 51,200 00

281. To the Woodstock and Centreville Railway Company, for six miles of their railway from the west end of their twenty miles subsidized by the Act 50-51 Victoria, chapter 24, to the international boundary between the province of New Brunswick and the state of Maine, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 19,200 00

282. To the Lake Témiscamingue Colonization Railway Company, for 15 miles of their railway from the Long Sault to the crossing of the Kippewa River, a subsidy not exceeding $3,200 per mile—and a subsidy of fifteen per cent on the value of a wooden truss bridge over the Ottawa River near Mattawa, not exceeding $15,000,—nor exceeding in the whole 63,000 00

283. To the Goderich and Wingham Railway Company, for thirty-one miles of their railway from Goderich to Wingham, via Port Albert, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 99,200 00

284. To the Joliette and St. Jean de Matha Railway Company, for eight miles of their railway from St. Félix de Valois to St. Jean de Matha, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 25,600 00

285. To the Bracebridge and Baysville Railway Company, for fifteen miles of their railway from Bracebridge towards Baysville, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole. 48,000 00

286. To the Nipissing and James Bay Railway Company, for twenty-five miles of their railway from, at or near North Bay station on

	the Canadian Pacific Railway towards James Bay, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole.....	$ 80,000 00
287.	For a railway from a point on the Intercolonial Railway between Ste. Flavie and Little Métis station to Matane, for fifty miles of such railway, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole.....	160,000 00
288.	To the Ontario and Pacific Railway Company, for fifty-three and eighty-seven hundredths miles of their railway from Cornwall to Ottawa, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole.....	172,400 00
289.	For a railway from a point on the line of the Canadian Pacific Railway on the Isle Jésus, in the county of Laval, towards St. Eustache, for twelve miles of such railway, in lieu of the subsidy granted by the Act 50-51 Victoria, chapter 24, to the Carillon and Grenville Railway Company, for twelve miles of their railway, from St. Eustache to Sault au Récollet, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole.....	38,400 00
290.	For a railway from St. Eustache to St. Placide, in the county of Two Mountains, for eighteen miles of such railway, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole.....	57,600 00
291.	To the Port Arthur, Duluth and Western Railway Company, the balance remaining unpaid of the subsidy granted by the Act 51 Victoria, chapter 3, not exceeding, with the amount already paid, $3,200 per mile, nor exceeding in the whole.....	114,125 00
292.	To the Drummond County Railway Company for four and six-tenths miles of their railway from Bull's Wharf, on the St. Lawrence River, near Nicolet, to Ste. Rosalie Junction, an excess of distance by the constructed line over the subsidies heretofore voted for a railway between the said points, $3,200 per mile, not exceeding in the whole.....	14,720 00
293.	To the St. Lawrence and Adirondack Railway Company, for five and forty-two hundredths miles of their railway, from Huntingdon towards the international boundary, which, with the distance between Valleyfield and Huntingdon, twelve and fifty-eight hundredths miles, makes up the distance of eighteen miles named in the 53 Vic., chap. 2, granting a subsidy to this company, and for five and forty-hundredths miles from the east end of the eighteen miles referred to to the international boundary, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole.....	25,024 00

" The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively ; the other subsidies may be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively ; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications, and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make ; the location also of every such line of railway shall be subject to the approval of the Governor in Council ; and all the said subsidies respectively shall be payable out of the Consolidated

Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized,—except as to subsidies with respect to which it is hereinbefore otherwise provided, and except also as to the subsidy granted to the Kingston, Smith's Falls and Ottawa Railway Company, and the subsidy granted to the St. Catharines and Niagara Central Railway Company, the first semi-annual payments upon both of which shall be made at the end of six months from the date of the Chief Engineer's certificate of the completion of their railways respectively, and each subsequent payment at the end of each six months thereafter, for the term of twenty years or less.

"The granting of such subsidies respectively shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines."

294. Notwithstanding the expiration of the time limited by the Act 47 Victoria, chapter 8, and by the contract entered into with the Pontiac Pacific Junction Railway Company, the Governor in council may pay the balance remaining unpaid of the subsidy granted by the said Act to the said company, according as it becomes due and payable in accordance with the said contract, and subject to the terms and conditions applicable to the said subsidy under the terms of the said Act.

295. Notwithstanding the expiration of the time limited by the Act 52 Victoria, chapter 3, and by the contract entered into with the Quebec and Lake St. John Railway Company, the Governor in Council may pay the balance remaining unpaid of the subsidy granted by the said Act to the said company, according as it becomes due and payable in accordance with the said contract, and subject to the terms and conditions applicable to the said subsidy under the terms of the said Act; and notwithstanding anything contained in the Act 50-51 Victoria, chapter 24, the Governor in Council may also pay to the said company the balance remaining unpaid of the subsidy granted to the company by the said Act, amounting to $12,800, on the four miles of their road from the north end of the main line subsidized towards Roberval.

By the Act 56 Vic., chap. 2, 1893 (*Assented to 1st April, 1893*):—

296. To the Great Eastern Railway Company, for twenty miles of their railway, from the east end of the line subsidized by the Act 50-51 Victoria, chapter 24, at St. Grégoire, towards the Chaudière Junction station on the Intercolonial Railway, in the province of Quebec, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole $ 64,000 00

297. To the United Counties Railway Company, for thirty-two miles of their railway, from a point at or near the town of Iberville to St. Hyacinthe, and thence towards Sorel, in lieu of the subsidy granted by the Act 55-56 Victoria, chapter 5, for a railway from St. Johns to Ste. Rosalie, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 102,400 00

298. To the Ontario, Belmont and Northern Railway Company, for ten miles of their railway, divided into two sections: first, from the Belmont Iron Mines to Marmora village; second, from Marmora village to the junction with the Ontario Central Railway, in lieu of the subsidy granted by the Act 55-56 Victoria, chapter 5, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 32,000 00

299. To the Central Ontario Railway Company, for twenty miles of their railway, from Coe Hill or Gilmore, or some point between

Coe Hill and Gilmore, to Bancroft, via L'Amable, or as near thereto as practicable, in lieu of the subsidy granted by the Act 48-49 Victoria, chapter 59, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $ 64,000 00

300. To the Quebec and Lake St. John Railway Company, for thirty miles of their railway, from Lake St. John towards Chicoutimi, the balance remaining unpaid of the subsidy granted by the Act 51 Victoria, chapter 3, not exceeding in the whole.. 81,040 00

301. To the Irondale, Bancroft and Ottawa Railway Company, for fifty miles of their railway, from the Victoria branch of the Midland Railway to the village of Bancroft, in the county of Hastings, the balance remaining unpaid of the subsidy granted by the Act 47 Victoria, chapter 8, and again granted by the Act 52 Victoria, chapter 3, not exceeding in the whole..... 145,000 00

302. To the Beauharnois Junction Railway Company, for thirty miles of their railway, from Ste. Martine towards St. Anicet, the balance remaining unpaid of the subsidy granted by the Act 50-51 Victoria, chapter 24, not exceeding in the whole..... 3,500 00

303. To the St. Stephen and Milltown Railway Company, for three and a half miles of their railway, from the town of St. Stephen to the town of Milltown, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 11,200 00

304. To the Quebec, Montmorency and Charlevoix Railway Company, for thirty miles of their railway, from the east bank of the River St. Charles, to or near to Cape Tourmente, in the province of Quebec, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole.. 30,400 00

305. To the Ottawa and Gatineau Valley Railway Company, for sixty-two miles of their railway, from Hull station towards Le Désert, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole..... 89,248 00

306. To the Grand Trunk, Georgian Bay and Lake Erie Railway Company, for fifteen miles of their railway, from the village of Tara, or some point between Tara and Hepworth, to the town of Owen Sound, in the province of Ontario, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 48,000 00

307. To the Nova Scotia Central Railway Company (or to such person or persons or company as in the opinion of the Minister or acting Minister of Justice are entitled to the same) for eighty miles of their railway, from Lunenburg, on the east coast of Nova Scotia, westward to a point in the district of New Germany, together with a spur about three-fourths mile long to Bridgewater railway wharf, and from a point thirty-three and a half miles from Lunenburg and running to Middleton on the Windsor and Annapolis Railway, of unpaid subsidies granted by the Acts 50-51 Victoria, chapter 24, and 51 Victoria, chapter 3, an amount not exceeding in the whole..... 4,500 00

308. To the Great Northern Railway Company, for eighteen miles of their railway, from a point at or near New Glasgow or St. Lin, to or near to Montcalm, in the province of Quebec, the balance remaining unpaid of the subsidy granted by the Act 54-55 Victoria, chapter 8, not exceeding in the whole..... 25,600 00

309. To the Great Northern Railway Company, for fifteen miles of their railway, from, at or near Montcalm to the Canadian Pacific

Railway between Joliette and St. Félix de Valois, in lieu of the subsidy granted by the Act 53 Victoria, chap. 2, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $ 48,000 00

310. To the Montfort Colonization Railway Company, for twenty-one miles of their three-feet gauge railway from Lachute, St. Jérôme, or a point at or near St. Sauveur, on the line of the Montreal and Western Railway, to Montfort and westward, in lieu of the subsidy granted by the Act 55-56 Victoria, chapter 5, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 67,200 00

311. To the Maskinongé and Nipissing Railway Company, for fifteen miles of their railway, from a point on the Canadian Pacific Railway at or near Maskinongé or Louiseville, towards the parish of St. Michel des Saints, on the river Mattawa, in the province of Quebec, and for fifteen miles of their railway from the north end of the fifteen miles above referred to, towards the parish of St. Michel des Saints on the river Mattawa, in the province of Quebec, in lieu of the subsidies granted by the Acts 52 Victoria, chap. 3, and 53 Victoria, chap. 2, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 96,000 00

312. To the Parry Sound Colonization Railway Company, for forty miles of their railway, from the village of Parry Sound to the village of Sundridge, or some other point on the Northern Pacific Junction Railway, in the province of Ontario, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole..... 97,600 00

313. To the Jacques Cartier Union Railway Company, for extending and completing their railway, in lieu of the subsidy granted by the Act 50-51 Victoria, chapter 24, a subsidy of..... 20,000 00

314. To the Oshawa Railway Company, for seven miles of their railway and branches as follows: from Port Oshawa to a point at or near Edmondson's Falls mill site, near Mill Street, in the town of Oshawa (this portion being known as the "Lake" section of the said railway); thence to a point at or near the town hall in the town of Oshawa, and thence to the Oshawa station of the Grand Trunk Railway Company of Canada (this portion being known as the "Town" or "Northern" section of the said railway)—in lieu of the subsidy granted by the Act 54-55 Victoria, chapter 8, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 22,400 00

"All the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council.

"The granting of such subsidies respectively shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

"All the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed

in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized,—except as follows :—

"(*a.*) The subsidy to the Ontario, Belmont and Ottawa Railway Company, which shall be paid as follows : on the completion of the first section, an instalment proportionate to the value of the said section in comparison with that of the ten miles hereby subsidized, to be established as aforesaid, and the balance of the said subsidy on the completion of the second section ;

"(*b.*) The subsidy to the Oshawa Railway Company, which shall be paid as follows : on the completion of the "Town" or "Northern" section, an instalment proportionate to the value of the said section in comparison with that of the seven miles hereby subsidized, to be established as aforesaid, and the balance of the said subsidy, on the completion of the "Lake" section of the said railway."

By the Act 57-58 Vic., cap. 4, 1894. *(Assented to, 23rd July, 1894)* :—

315. To the Bracebridge and Baysville Railway Company, for fifteen miles of their railway from Bracebridge towards Baysville, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $ 48,000

316. To the Brockville, Westport and Sault Ste. Marie Railway, the balance remaining unpaid of the subsidy granted by chapter 3 of 1889, not exceeding $3,200 per mile, and also the balance remaining unpaid of the subsidy granted by chapter 2 of 1890, which was re-granted by chapter 5 of 1892 ; the whole not exceeding 86,800

317. To the Tilsonburg, Lake Erie and Pacific Railway Company, for sixteen miles of their railway, from Port Burwell to Tilsonburg, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 51,200

318. To the Brantford, Waterloo and Lake Erie Railway Company, for eighteen miles of their railway, from the town of Brantford to the village of Hagarsville or the village of Waterford, or some intermediate point on the Canada Southern Railway, the balance remaining unpaid of the subsidy granted by chapter 24 of 1887, not exceeding $3,200 per mile, nor exceeding in the whole 4,790

319. To the St. Catharines and Niagara Central Railway Company, for 34 miles of their railway from the city of St. Catharines to the city of Hamilton, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 108,800

320 To the Montreal and Ottawa Railway Company (formerly the Vaudreuil and Prescott Railway Company), for thirty miles of their railway from Vaudreuil towards Hawkesbury, the balance remaining unpaid of the subsidy granted by chapter 24 of 1887 ; and for 30 miles of their railway from the western end of the 30 miles first mentioned towards Ottawa, the balance remaining unpaid of the subsidy granted by chapter 2 of 1890, not exceeding $3,200 per mile ; the whole not exceeding..... 118,400

321. Notwithstanding the expiration of the time limited by chapter 2 of 1890, and by the contract entered into with the Quebec Central Railway Company, and notwithstanding anything otherwise in the said chapter 2 contained, the Governor in Council may pay the subsidy granted by the said chapter to the said company at the present worth of the twenty annual payments mentioned in the said chapter (interest computed at four per cent), for and upon the completion of its railway extending from a point between the Chaudière River and Tring Station to a point on the International Railway at or near Lake Megantic, and upon the inspection and acceptance of the same by the Chief Engineer of Railways and Canals, the sum in all of..... 288,000

322. To the Philipsburg Junction Railway and Quarry Company, for $\frac{67}{100}$ mile of their railway from Stanbridge Station to Philipsburg, in the county of Missisquoi and a branch to Missisquoi Bay, the balance remaining unpaid of the subsidy granted by chapter 5 of 1892, not exceeding $3,200 per mile, nor exceeding in the whole $ 2,912

323. To the Joliette and St. Jean de Matha Railway Company, for 8 miles of their railway from St. Félix de Valois to St. Jean de Matha, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 23,600

324. To the Lake Temiscamingue Colonization Railway Company, for their railway from Mattawa to the foot of the Kippewa Lake, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole $160,000,—also 15 per cent on the value of a wooden truss bridge over the Ottawa River near Mattawa, not to exceed $15,000 in all, in lieu of the subsidies granted by chapter 5 of 1892,—also the balance remaining unpaid of the subsidy granted by chapter 24 of 1887, for their railway from Long Sault to Lake Kippewa, a subsidy not exceeding $3,200 per mile of railway and 15 per cent on the value of the bridges,—also, a sum of $1,750 additional per mile on their said railway from Mattawa to the foot of the Kippewa Lake; the whole not exceeding 274,940

325. For a railway from St. Placide to St. Andrews, 8 miles, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 25,600

326. For a railway from St. Eustache to St. Placide, in the county of Two Mountains, for 18 miles of such railway, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 57,600

327. For a railway from a point on the line of the Canadian Pacific Railway on Isle Jésus, in the county of Laval, towards St. Eustache, for 12 miles of such railway, in lieu of the subsidy granted by chapter 5 of 1892, to the Carillon and Grenville Railway Company, for 12 miles of their railway, from St. Eustache to Sault au Récollet, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 38,400

328. For a railway from the parish of St. Rémi, in the county of Napierville, to St. Cyprien, in the said county, for 12 miles of such railway, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 38,400

329. To the Pontiac Pacific Junction Railway Company, for bridging the several channels of the Ottawa River at Culbute and west thereof, a subsidy of $31,500, to be paid out monthly as the work progresses, upon the certificate of the chief engineer of government railways, in the proportion which the value of the work executed bears to the value of the whole work undertaken; and for 3 miles of their railway extending from a point 3 miles east of Pembroke to Pembroke, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole $9,600, in lieu of the subsidy granted by chapter 3 of 1888; provided that the entire work subsidized upon this railway shall be completed within 4 years from the passing of this Act; the subsidy granted by this Act not to exceed in the whole 41,100

330. To the Pontiac Pacific Junction Railway Company, for the construction or acquisition of 7½ miles of railway, from Hull to Aylmer, in lieu of the subsidy granted by chapter 2 of 1890, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole. $ 24,000

331. To the Pontiac Pacific Junction Railway Company, for 85 miles of their railway from Aylmer to Pembroke, the balance remaining unpaid of the subsidy granted by chapter 8 of 1884, less the subsidy granted for the line from Hull to Aylmer, provided the Ottawa River is crossed at some point not east of Lapasse, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 73,172

332. To the Harvey Branch Railway Company, for 3 miles of their railway from the southern terminus of the Albert Railway to Harvey Bank, the balance remaining unpaid of the subsidy granted by chapter 24 of 1887, not exceeding $3,200 per mile, nor exceeding in the whole..... 4,046

333. For a railway from a point on the Intercolonial Railway near Newcastle via Douglastown, to a point on the River Miramichi opposite the town of Chatham, in the province of New Brunswick, 6 miles, in lieu of the subsidy granted by chapter 10 of 1886, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 19,200

334. For a railway from some point on the Joggins Railway, near the Hebert River, to Young's Mills, in the province of Nova Scotia, a distance of 5 miles, in lieu of the subsidy granted by chapter 3 of 1889, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 16,000

335. To the Woodstock and Centreville Railway Company, for a railway from Woodstock to the international boundary between the province of New Brunswick and the state of Maine, 26 miles, in lieu of the subsidies granted by chapter 24 of 1887 and chapter 2 of 1890 a subsidy not exceeding $3,200 per mile nor exceeding in the whole..... 83,200

336. For 90 miles of the railway from Newport or Windsor to Truro, or to a point between Truro and Stewiacke, and from a point on the said railway to a point at or near Eastville, and from Eastville through the valley of the Musquodoboit River towards a point on the proposed Dartmouth branch of the Intercolonial, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding $3,200 per mile; and also for a railway bridge over the Shubenacadie River on the line of the said railway, a subsidy of 15 per cent on the value of the structure; the whole not exceeding..... 300,000

337. To the Nipissing and James Bay Railway Company, for 25 miles of their railway from, at or near North Bay Station on the Canadian Pacific Railway towards James Bay, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding $3,200 per mile; also for 43 miles of their railway from North Bay towards Lake Tamagaming, a subsidy not exceeding $3,200 per mile; the whole not exceeding..... 217,000

338. To the Lotbinière and Mégantic Railway Company, for 15 miles of their railway, in addition to the 15 miles already subsidized and built, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 48,000

339. To the Drummond County Railway Company, for 30 miles of their railway from St. Leonard northerly towards a junction with the Intercolonial Railway at Chaudière Junction, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 96,000

340. For a railway from Lime Ridge, in the county of Wolfe, in the province of Quebec, northerly through the county of Wolfe and into the county of Megantic, a distance not exceeding 50 miles from Lime Ridge, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $160,000

341. To the Strathroy and Western Counties Railway Company, for 25 miles of their railway from St. Thomas through the counties of Elgin and Middlesex, towards Forest Station or Park Hill, on the Grand Trunk Railway, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 80,000

342. To the Parry Sound Colonization Railway Company, for 20 miles of their railway east from Parry Sound, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 64,000

343. To the Manitoulin and North Shore Railway Company, for 10 miles of their railway from Little Current to Nelson, on the Algoma Branch of the Canadian Pacific Railway, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 32,000

344. To the United Counties Railway Company for 32 miles of their railway from Iberville to Sorel, in addition to the 32 miles already subsidized, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 102,400

345. To the Joliette and St. Jean de Matha Railway Company, for 12 miles of their railway from St. Jean de Matha to Ste. Emelie de L'Energie, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 38,400

346. To the Great Northern Railway Company, for 22 miles of their railway, from the eastern end of the 15 miles subsidized by chapter 2 of 1893 to a point between Joliette and St. Félix de Valois, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 70,400

347. To the Quebec and Lake St. John Railway Company, for 2 miles of the Chicoutimi branch of their railway, from the east end of the 50 miles already subsidized and built eastward to deep water at Chicoutimi, a subsidy not exceeding $3,200 per mile; also for 12 miles from the 52nd mile on the Chicoutimi branch to Ha Ha Bay, a subsidy not exceeding $3,200 per mile; the whole not exceeding..... 44,800

348. To the Pontiac and Ottawa Railway Company, for 23 miles of their railway from the point of divergence from the Pontiac Railway to Ferguson's Point, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 73,600

349. To the Ottawa and Gatineau Valley Railway Company, for 20 miles of their railway from the eastern end of the 62 miles already subsidized towards Désert, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 64,000

350. To the Canada Eastern Railway Company for 6 miles of their railway from the town of Chatham to Black Brook, a subsidy not exceeding $3,200 per mile; also for 4 miles of their railway for a branch to the village of Nelson, a subsidy not exceeding $3,200 per mile; the whole not exceeding..... 32,000

351. For a railway from Cross Creek Station, on the Canada Eastern Railway to Stanley village, in the county of York, in the province of New Brunswick, 6 miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 19,200

352. To the Restigouche and Victoria Railway Company, for 20 miles of their railway from the western end of the 15 miles subsidized by chapter 5 of 1892, towards Grand Falls, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 64,000

353. To the Central Railway Company of New Brunswick, for 15 miles of their railway from Chipman station to the Newcastle coal fields, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $ 48,000

354. To the Tobique Valley Railway Company, for 15 miles of their railway from the present terminus at Plaister Rock easterly, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 48,000

355. Towards the restoration or renewal of the railway bridge on the South-eastern Railway over the Yamaska River at Yamaska, a subsidy equal to one-third of the actual cost of the renewal of the bridge, but the grant not to exceed in the whole..... 50,000

356. To the Boston and Nova Scotia Coal and Railway Company, for 10½ miles of their railway from the north end of the section already subsidized to Broad Cove, a subsidy not exceeding $3,200 per mile; also for 25 miles of their railway from a point on the Cape Breton Railway at or near Orangedale towards Broad Cove, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding $3,200 per mile; the whole not exceeding 113,600

357. For a railway from Port Hawkesbury towards Cheticamp, 25 miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 80,000

358. To the Manitoba North-western Railway Company, for 100 miles of the extension of their main line from its present western terminus towards Prince Albert,—the company relinquishing 3,200 acres of the land grant per mile, and the whole road to be operated as a continuous line of railway under one management, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 320,000

359. For a line of railway from the junction of the Elk and Kootenay Rivers to Coal Creek, a distance of 34 miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 108,800

360. For a railway from Abbotsford Station on the Mission Branch of the Canadian Pacific Railway to the town of Chilliwack, 21 miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 67,200

361. To the Nicola Valley Railway Company, for 28 miles of their railway from the western end of the section of their road subsidized by chapter 5, of 1892, towards Nicola Lake, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 89,600

362. To the Nakusp and Slocan Railway Company, for 38 miles of their railway from the town of Nakusp to a point at or near the Forks of Carpenter Creek, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 121,600

363. To the Pontiac and Kingston Railway Company, for 22 miles of a railway from Portage du Fort to Upper Thorne Centre, via Shawville, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 70,400

364. To the New Glasgow Iron, Coal and Railway Company, for 5 miles of their railway, from Sunnybrae to Kerrogare, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole.... 16,000 00

365. To the South Shore Railway Company, for 35 miles of their railway from Yarmouth towards Shelburne and Lockport, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole. 112,000 00

366. To the Cape Breton Railway Extension Company, for 30 miles of railway from Port Hawkesbury to St. Peter's, on their line of railway from Port Hawkesbury to Louisbourg, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 96,000 00

367. For a railway from a point on the Intercolonial Railway between Norton and Sussex Stations towards Havelock, 20 miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole. $ 64,000 00

368. For a railway from St. John to Barneville, for a distance of 10 miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 32,000 00

369. For a line of railway from Cap de la Magdeleine to connect with the Piles Branch of the Canadian Pacific Railway, 3 miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 9,600 00

370. To the Canada Eastern Railway Company, for an extension of one mile from the western end of their railway, to connect with the Canadian Pacific Railway, a subsidy not exceeding..... 3,200 00

371. To the Great Northern Railway Company, for 30 miles of their railway from its junction with the Lower Laurentian Railway near St. Tite, in the vicinity of the River St. Maurice, westward, in lieu of the subsidy granted to the Maskinongé and Nipissing Railway Company by chapter 2 of 1893, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 96,000 00

372. To the Lindsay, Bobcaygeon and Pontypool Railway Company, for 16 miles of their railway from Bobcaygeon to the Midland Railway, and for another 16 miles from the end of the first mentioned 16 miles to Pontypool, in lieu of the subsidies granted by chapter 2 of 1890, and chapter 5 of 1892, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 102,400 00

373. To the Montfort Colonization Railway Company, for 12 miles of their railway from the end of the 21 miles already subsidized westward to a point on the Rouge River, in the county of Argenteuil, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 38,400 00

374. For a railway from a point on the Caraquet Railway, at or near Pokemouche siding, towards Tracadie village, 12 miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 38,400 00

The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railway and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council.

The granting of such subsidies respectively shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

The said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized,—except as to subsidies with respect to which it is hereinbefore otherwise provided, and except also as to the

subsidy granted to the Great Northern Railway Company by chapter two of 1893, for fifteen miles from Montcalm to the Canadian Pacific Railway, which shall be paid as follows: on the completion of the eighteen miles from New Glasgow to Montcalm and of two miles out of the fifteen miles from Montcalm to the Canadian Pacific Railway, an instalment proportionate to the value of the ten miles out of the total mileage subsubsidized by chapter two of 1893, to be established as aforesaid, and the balance of the said subsidy on the completion of the remaining thirteen miles of the said railway.

LAND SUBSIDIES.

By 47 Vic., chap. 25, clause 7, 1884 (*Assented to 19th April, 1884*):—

1. The Governor in Council is hereby authorized in aid of the construction of a railway from some point on the Canadian Pacific Railway to Hudson's Bay, to make a free grant of not more than six thousand four hundred acres for each mile of railway within Manitoba, and not more than twelve thousand eight hundred acres for each mile in the North-west Territories.

By 48-49 Vic., chap. 60, 1885 (*Assented to 20th July, 1885*):—

2. To the North-western Coal and Navigation Company (Limited), Dominion lands to an extent not exceeding three thousand eight hundred acres for each mile of the company's railway, from Medicine Hat to the coal banks on the Belly River, about one hundred and ten miles.
3. To the Manitoba and South-western Colonization Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway from its commencement at Winnipeg to its terminus at Whitewater Lake, about one hundred and fifty miles.
4. To the Manitoba and North-western Railway Company, Dominion lands to the extent of six thousand four hundred acres for each mile of the company's railway, for the whole distance from Portage la Prairie to the crossing of the South Branch of the River Saskatchewan, twenty miles from Prince Albert, about four hundred and thirty miles.
5. To the Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company, Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway, from its commencement near Regina to the navigable waters of Long Lake.

"The said grants, and each of them, may be so made in aid of the construction of the said railways respectively, in the proportion and upon the conditions fixed by the Orders in Council made in respect thereof,—each of the said enterprises being respectively subject to any modification thereof which may hereafter be made by the Governor in Council; and except as to such conditions, the said grants shall be free grants, subject only to the payment by the grantees respectively of the cost of survey of the lands and incidental expenses, at the rate of ten cents per acre in cash on the issue of the patents therefor."

By 49 Vic., cap. 11, 1886 (*Assented to 2nd June, 1886*):—

6. To the Manitoba and North-western Railway Company, Dominion lands to the extent of six thousand four hundred acres per mile for each mile of the company's branch railway running from a point on the main line of that railway, at or near Todburn, in a north-westerly direction through the county of Russell to the Assiniboine River, near the town of Shellmouth, about twenty-six miles.
7. To the North-west Central Railway Company, or to such other company as may undertake the construction of the railway, or a railway from a point on the Manitoba and North-western Railway via Rapid City, westward, Dominion lands to the extent of six thousand four hundred acres for each mile of the company's railway, for the whole distance from Brandon station on the Canadian Pacific Railway, or from such point on the Manitoba and North-western Railway as aforesaid, to Battleford, in the provisional district of Saskatchewan, about four hundred and fifty miles.

8. To the Wood Mountain and Qu'Appelle Railway Company, Dominion lands to the extent of six thousand four hundred acres for each mile of the company's railway for the whole distance commencing at a point in township number four, in range number thirty, west of the second meridian, in the Dominion lands system of survey, passing through the town of Fort Qu'Appelle, to join the Manitoba and North-western Railway at a point to be fixed for that purpose by the Governor in Council, about two hundred and forty miles.

"The said grants, and each of them, may be so made in aid of the construction of the said railways respectively, in the proportions and upon the conditions fixed by the Orders in Council made in respect thereof,—each of the said enterprises being respectively subject to any modification thereof which may hereafter be made by the Governor in Council; and, except as to such conditions, the said grants shall be free grants, subject only to the payment by the grantees respectively, of the cost of survey of the lands and incidental expenses, at the rate of ten cents per acre in cash on the issue of the patents therefor."

By section 5 of this Act authority was given for the incorporation by the Governor in Council of a company to construct the line from Brandon, or other point indicated, to Battleford, subsidized by this Act.

By 50-51 Vic., cap. 22, 1887 *(Assented to 23rd June, 1887)*:—

9. The subsidy to the North-western Coal and Navigation Company, granted by 49 Vic., chap. 60, was increased from 3,800 acres per mile to 3,840 acres per mile.

By 50-51 Vic., cap. 23, 1887 *(Assented to 23rd June, 1887)*:—

10. To the Alberta and Athabasca Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway from some point on the Bow River or Canadian Pacific Railway, at or between Calgary and Crowfoot Creek, to a point near the town plot of Edmonton, about three hundred miles.

11. To the Qu'Appelle, Long Lake and Saskatchewan Railway and Steamboat Company, Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway, from a point near the northern terminus of the completed portion of that railway, at or near Long Laketon, on the navigable waters of Long Lake, to a point at or near where the fifty-second parallel of latitude crosses the South Saskatchewan River, thence to a point at or near the elbow of the North Saskatchewan River, with branches to Prince Albert and Battleford, about three hundred and twenty-five miles.

12. To the Medicine Hat Railway and Coal Company, Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway, from a point at or near Medicine Hat, on the line of the Canadian Pacific Railway, to the coal field in or near townships twelve and thirteen, range six, west of the fourth principal meridian, a distance of about eight miles, to be selected out of such lands as are at the disposal of the Government in the proximity of the line of the company's railway.

"The said grants, and each of them may be, so made in aid of the construction of the said railways respectively, in the proportions and upon the conditions fixed by the Orders in Council made in respect thereof, each of the said enterprises being respectively subject to any modification thereof which may hereafter be made by the Governor in Council; and, except as to such conditions, the said grants shall be free grants, subject only to the payment by the grantees respectively, of the cost of survey of the lands and incidental expenses, at the rate of ten cents per acre in cash on the issue of the patents therefor."

By 52 Vic., chap. 4, 1889 *(Assented to 2nd May, 1889)*:—

13. To the North-western Coal and Navigation Company (Limited), in addition to the grant provided for by section one of the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign and chaptered sixty, Dominion lands to an extent not exceeding two thousand six hundred

acres for each mile of the company's railway from Dunmore station, on the Canadian Pacific Railway, to Lethbridge, on the Belly River, the present terminus of the said railway, a distance of one hundred and nine and one-half miles,—such additional grant to be made only on condition that the gauge of the said railway be made standard width; and also to the said North-western Coal and Navigation Company (Limited), Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway from Lethbridge to the international boundary, a distance of about fifty miles.

14. To the Red Deer Valley Railway and Coal Company, Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway from Cheadle Station, on the Canadian Pacific Railway, to its terminus at a point in or near township twenty-nine, range twenty-three, west of the fourth meridian, a distance of about fifty-five miles.

15. To the North-western Railway Company of Canada, Dominion lands to an extent not exceeding ten thousand acres for each mile of the company's railway from Calgary, on the Canadian Pacific Railway, northerly to a point on the North Saskatchewan River, at or near Edmonton, a distance of about two hundred and ten miles; and also to the said North-western Railway Company of Canada, Dominion lands to an extent not exceeding ten thousand acres for each mile of the company's railway from Calgary southerly to Lethbridge, a distance of about one hundred and twenty miles.

16. To the Lake Manitoba Railway and Canal Company, Dominion lands to an extent not exceeding six thousand acres for each mile of the company's railway from Portage la Prairie to the southern boundary of Lake Manitoba, a distance of about seventeen miles.

"The said grants, and each of them, may be so made in aid of the construction of the said railways respectively, in the proportions and upon the conditions fixed by the Orders in Council made in respect thereof, and except as to such conditions, the said grants shall be free grants, subject only to the payment by the grantees respectively, of the cost of survey of the lands and incidental expenses, at the rate of ten cents per acre in cash on the issue of the patents therefor.

"The Governor in Council may make the grant of land provided for by section three of the Act forty-ninth Victoria, chapter eleven, being for the line of the Wood Mountain and Qu'Appelle Railway, of about two hundred and forty miles in length, applicable to the line of railway of the said company, as authorized by the Act respecting the Wood Mountain and Qu'Appelle Railway Company, passed during the present session of Parliament, upon the like terms and subject to the like conditions as those upon which the grant hereinbefore mentioned was authorized to be made to the said company by the Act in this section first cited."

By the Act 53 Vic., cap. 4, 1890 *(Assented to 16th May, 1890)*:—

17. To the Canadian Pacific Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile for a branch line to be constructed from Glenboro' westerley a distance of about sixty miles to a point on the proposed branch railway of the said company running from Brandon south-westerly.

18. To the Canadian Pacific Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile for a branch line of railway from a point at or near Brandon, on the main line of the Canadian Pacific Railway, south-westerly to or near township three, range twenty-seven, west of the first principal meridian, and thence westerly, a total distance of one hundred miles; and also a similar grant, at the same rate per mile, for the said company's proposed branch railway from a point on the line just described at or near township three, range twenty-seven, west of the first principal meridian, easterly to Deloraine, a distance of about twenty-five miles, making the total length of railway to which this grant is applicable one hundred and twenty-five miles.

19. To the Brandon and South-western Railway Company, Dominion lands to an extent not less than six thousand four hundred acres per mile for the line of railway from a point in township one, in either range twenty-three or twenty-four west of the first principal meridian, to Deloraine, a distance of about seventeen miles.

20. To the Lac Seul Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile for a line of railway from a point at or near Shelly Station, on the main line of the Canadian Pacific Railway, to a point at or near White Mud Lake, on the Winnipeg River, a distance of about eighteen miles.

21. To the Calgary and Edmonton Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway from Calgary to a point at or near Edmonton on the North Saskatchewan River, a distance of about one hundred and ninety miles; and also a grant of six thousand four hundred acres for each mile of the company's railway from Calgary to a point on the international boundary between Canada and the United States, a distance of about one hundred and fifty miles.

22. To the North-western Coal and Navigation Company (Limited) Dominion lands to an extent not exceeding three thousand eight hundred and forty acres for each mile of the company's railway from Lethbridge to the Crow's Nest Pass, a distance of about one hundred miles.

23. To the Lake Manitoba Railway and Canal Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile, for a line of railway from Portage la Prairie to Lake Winnipegosis, at or near Meadow Portage, a distance of about one hundred and twenty-five miles.

24. To the Manitoba and South-eastern Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile, for a line of railway from Winnipeg southerly or south-easterly to a point on the west side of the Lake of the Woods, a distance of about one hundred and ten miles.

The said grants and each of them may be made in aid of the construction of the said railways respectively, in the proportion and upon the conditions fixed by the Orders in Council made in respect thereof, and except as to such conditions, the said grants shall be free grants, subject only to the payment by the grantees respectively of the cost of survey of the lands and incidental expenses, at the rate of ten cents per acre in cash, on the issue of the patents therefor.

The lands by this Act authorized to be granted to the Canadian Pacific Railway Company shall be taken and held, and may be disposed of, free and clear of any encumbrance on the lands or property of the said company created before the passing of this Act.

By the special Act 53 Vic., cap. 3, 1890 *(Assented to 26th March, 1890)*:—

25. The Act 52 Victoria, chapter 4, authorizing, in error, the grant of land to the North-western Coal and Navigation Company, for fifty miles from Lethbridge to the international boundary, was amended—the said grant being made to the Alberta Railway and Coal Company.

By 54-55 Vic., cap. 9, 1891 *(Assented to 30th September, 1891)*:—

26. In lieu of the subsidy in land authorized by the Act 52 Victoria, chapter 4, to be granted to the Red Deer Valley Railway and Coal Company, and subject to the conditions in the said Act mentioned, the Governor in Council may grant Dominion lands to the said company to an extent not exceeding six thousand four hundred acres for each mile of the said company's railway, from the town of Calgary, in the district of Alberta, in the North-west Territories, to a point in or near township twenty-nine, range twenty-three, west of the fourth meridian, a distance of about fifty-five miles.

By 54-55 Vic., cap. 10, 1891 *(Assented to 30th September, 1891)*:—

27. To the Manitoba South-western Colonization Railway Company, in addition to the subsidy for one hundred and fifty miles of railway authorized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter sixty, Dominion lands to the extent of six thousand four hundred acres per mile for the balance of the two hundred and twelve miles of railway which have been constructed and are in operation, that is to say, for a distance of sixty-two miles.

28. Also, to the Manitoba South-western Colonization Railway Company, Dominion lands to the extent of six thousand four hundred acres for each mile of the company's branch line of railway from Carmen to Barnsley, a distance of about six and one-quarter miles.

29. To the Canadian Pacific Railway Company, in addition to the subsidy authorized by the Act 53 Victoria, chapter 4, for the company's branch line running in a south-westerly and westerly direction from a point at or near Brandon for a distance of one hundred miles, Dominion lands to the extent of six thousand four hundred acres for each mile of the extension westward of the said branch line, from the western limit of the said one hundred miles to a point at or near La Roche Percée, situated in township one, range six, west of the second meridian, a distance of about sixty miles.

"The said grants and each of them shall be made in aid of the construction of the said railways respectively, in the proportion and upon the conditions fixed by the Orders in Council made in respect thereof, and, except as to such conditions, the said grants shall be free grants, subject only to the payment by the grantees respectively, of the cost of survey of the lands and incidental expenses, at the rate of ten cents per acre in cash, on the issue of the patents therefor."

By the Act 57-58 Vic., cap. 6, 1894 *(Assented to 23rd July, 1894)*:—

30. To the Rocky Mountain Railway and Coal Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile for a line of railway from a point at or near Olds Station on the line of the Calgary and Edmonton Railway in a westerly direction to the Red Deer River and thence along the said river in a westerly direction to the coal fields, a distance of about sixty miles.

31. To the Canadian Pacific Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile for a line of railway from a point at or near Souris on the Souris Branch of the Canadian Pacific Railway, in a westerly direction to the Pipestone Valley, a distance of about thirty-two miles.

32. To the Brandon and South-western Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile for a line of railway from a point in township one, in either range twenty-three or twenty-four west of the first principal meridian, to a point at or near Deloraine, a distance of about seventeen miles.

33. To the Saskatchewan and Western Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile for a line of railway from Minnedosa to Rapid City, a distance of about fifteen miles.

The said grants and each of them may be made in aid of the construction of the said railways respectively in the proportion and upon the conditions fixed by the Orders in Council made with respect thereto; and, except as to such conditions, the said grants shall be free grants, subject only to the payment by the grantees respectively of the cost of the survey of the lands and incidental expenses at the rate of ten cents per acre in cash on the issue of the patents therefor.

The lands authorized by this Act to be granted to the Canadian Pacific Railway Company shall be taken and held, and may be disposed of, free and clear of any encumbrance on the lands or property of the said company created before the passing of this Act.

APPENDIX No. 10.

STATEMENT of Contracts entered into during the Fiscal Year ended 30th June, 1894.

1. SUBSIDIZED RAILWAYS.

No. of Contract.	Name of Contractor.	Date of Signature.	General Description.
11599	Lake Témiscamingue Colonization Railway Co.	31st Aug., 1893.	From Mattawa to Long Sault Rapids.
11628	Buctouche and Moncton Railway Co.	3rd Jan., 1894.	From Moncton to Buctouche.
11648	Dominion Coal Co	26th do	From Bridgeport to Louisbourg, N.S.
11651	Canadian Pacific Railway Co.	24th Oct., 1893.	From Revelstoke to Arrow Lake, B.C.
11678	Great Eastern Railway Co.	Not signed	From St. Grégoire Station of Grand Trunk Railway, towards Chaudière Junction Station, I.C.R.
11687	Nova Scotia Southern Railway Co. (Limited)	12th Jan., 1894.	From Sand Point, on Shelburne Harbour, via Indian gardens, towards New Germany, on N.S. Central Railway.
11658	Kingston, Napanee and Western Railway Co.	11th Dec., 1893.	From Company's Railway to Lake Sydenham, Ont.
11659	Boston and Nova Scotia Coal Co. (Limited)	13th Feb., 1894.	From Orangedale to Broadcove, N.S.
11720	Grand Trunk Railway Co. of Canada.	26th do 1894.	From Parkhead Station to Owen Sound, Ont.
11738	Lotbinière and Mégantic Railway Co	27th do 1894.	From parish of St. Jean Deschaillons, towards Glen Lloyd to Lister Station, Grand Trunk Railway.
11748	Great Northern Railway Co.	16th June, 1894.	From a point south of Montcalm to the Canadian Pacific Railway, between Joliette and St. Félix de Valois.
11752	Lake Témiscamingue Colonization Railway Co	1st do 1894.	A wooden truss bridge, near Mattawa, on Ottawa River.
11774	Cobourg, Northumberland and Pacific Railway Co.	16th do 1894.	From Cobourg to Ontario and Quebec Railway.
11777	Great Northern Railway Co.	16th do 1894.	From New Glasgow to a point south of Montcalm.
11816	Nakusp and Slocan Railway Co	23rd Oct., 1894.	From Nakusp to Forks of Carpenter Creek, B.C.
11821	Lake Témiscamingue Colonization Railway Co	12th Sept., 1894.	From Mattawa to Lake Kippewa. (This cancels No. 11599 above.)
11839	Ottawa, Arnprior and Parry Sound Railway Co	20th do 1894.	From Barry's Bay towards Northern Pacific Junction Railway. (This cancels No. 11342.)
11845	Oshawa Railway Co	Not signed	From Port Oshawa to Mill St. (Lake section), and to Town Hall, Oshawa, and to Grand Trunk Railway Station (Town or Northern section.)
11855	Cape Breton Railway Extension Co. (Limited)	21st Sept., 1894.	From Port Hawkesbury to St. Peter's village.
11871	United Counties Railway Co.	23rd Oct., 1894	From St. Hyacinthe to Sorel.
11886	Boston and Nova Scotia Coal Co. (Limited)	16th Nov., 1894.	From Orangedale to Broad Cove, N.S.
11893	Canada Eastern Railway Co.	10th Nov., 1894.	From Chatham to Black Brook, and Nelson branch.

2. INTERCOLONIAL RAILWAY.

11598	James Brown	1st Aug., 1893.	Addition to Metapedia Station.
11600	Bushnell Co. (Limited)	4th do 1893.	Supply passenger coach and cylinder oil.
11601	J. R. Hutchins	4th do 1893.	do engine and dynamo oil.
11607	J. Harris and Co. (Limited).	20th do 1893.	Transfer to Rhodes, Curry & Co., of contracts for 50 box, and two 2nd class cars.
11608	Imperial Oil Co.	4th do 1893.	Supply freight car axle oil.
11609	A. J. Grant & Co	4th do 1893	do engine oil.
11610	Eastern Oil Co.	4th do 1893.	do passenger coach oil.
11638	Jas. Watson & Co., by J. R. Hutchins, agent.	5th Dec., 1893.	do steel rails, Windsor Branch.
11640	do do	9th Nov., 1893.	do do Intercolonial Railway.
11663	Félix Genois.	31st Oct., 1893.	Transhipping goods, Chaudière Junction.

APPENDIX No. 10.—Statement of Contracts entered into during the Fiscal Year ended 30th June, 1894—*Continued.*

2. INTERCOLONIAL RAILWAY—*Continued.*

No. of Contract.	Name of Contractor.	Date of Signature.	General Description.
11665	Canada Iron Furnace Co. (Limited)	18th Oct., 1893.	Cast iron car wheels.
11691	Jas. Brown	8th Dec., 1893.	Coal shed and trestle, Newcastle, N.B.
11692	Ross Bros	12th do 1893.	Signal frames and switch gates.
11693	Munro Bros	12th do 1893.	Farm crossing gates.
11734	Rhodes, Curry & Co.	31st Jan., 1894.	Box freight cars.
11740	Crossen Car Manufacturing Co. (Limited) of Cobourg	11th do 1894.	do
11744	Rathbun Car Co.	31st do 1894.	do
11749	R. L. Wry	13th Mar., 1894.	Casing Sackville Bridge pier with wood.
11759	Central Bridge and Engineering Co. (Limited)	3rd April, 1894.	Through plate girder bridges.
11763	Crossen Car Manufacturing Co. (Limited)	16th do 1894.	Platform cars.
11764	do do	16th do 1894.	Baggage cars.
11770	Rhodes, Curry & Co. (Ltd)	30th do 1894.	Platform cars.
11776	Crossen Car Manufacturing Co. (Limited)	30th do 1894.	1st class passenger cars.
11778	Rathbun Co.	30th do 1894.	Platform cars.
11786	Pat. Dwyer	10th May, 1894.	Loading sugar at Richmond and Halifax.
11792	Dominion Bridge Co. (Ltd)	17th do 1894.	Steel skew bridge, Black River, east of Tracadie Station.
11794	Canadian Locomotive and Engine Co. (Limited)	28th Mar., 1894.	Passenger locomotive engines.
11795	Rhodes, Curry & Co. (Ltd)	30th April, 1894.	1st class passenger cars.
11796	A. McKinnon	22nd May 1894.	Crib-work guides at Mulgrave and Point Tupper.
11806	Central Bridge and Engineering Co. (Limited)	12th June, 1894.	Steel deck plate girder bridge.
11825	Cumberland Railway and Coal Co.	30th do 1894.	Supply coal.
11826	Intercolonial Coal Mining Co. (Limited)	30th do 1894.	do
11827	Canada Coal and Railway Co.	30th do 1894.	do
11839	Acadia Coal Co. (Limited)	30th do 1894.	do
11828	Montreal Car Wheel Co.	31st July, 1894.	Cast iron car wheels.
11856	Eastern Oil Co.	28th July, 1894.	Passenger coach oil and petroleum.
11857	Imperial Oil Co.	28th do 1894.	do do engine oil, &c.
11858	Wm. Strachan & Co.	28th do 1894.	Cylinder oil.
11894	C. J. de Sola, agent of Cockerill works, Belgium	3rd Nov., 1894.	Steel rails for I.C. Ry., Windsor Branch and P.E.I. Ry.
11844	Thos. Robley	20th Aug., 1894.	Snow fence, Cape Breton Railway.

3. PRINCE EDWARD ISLAND RAILWAY.

11639	Jas. Watson & Co., J. R. Hutchins, agent	5th Dec., 1893.	Steel rails.
11641	Dominion Bridge Co. (Ltd)	6th Sept., 1893.	Truss bridge, Hillsboro River, Mt. Steward station.
11791	Intercolonial Coal Mining Co. (Limited)	21st May, 1894.	Supply coal.
11894	C. J. de Sola, agent	3rd Nov., 1894.	Steel rails (see I.C. Ry.).

4. BEAUHARNOIS CANAL.

11630	A. Chagnon & Co.	2nd Oct., 1893.	Drain, along north side of Valleyfield.
11824	do	13th Aug., 1894.	do taken out of their hands.
11842	J. W. Grier	30th Aug., 1894.	do to complete it.

APPENDIX No. 10.—Statement of Contracts entered into during the Fiscal Year ended 30th June, 1894.—*Continued.*

5. CORNWALL CANAL.

No. of Contract.	Name of Contractor.	Date of Signature.	General Description.
11556	Wm. Davis & Sons....	19th June, 1893.	Dams at Sheik's Island, section 4.
11790	Gilbert Blasting & Dredging Co. (Limited).....	19th April, 1894.	Receipt in full, *re* sections 5, 6, 7, 8.
11813	Wm. Garson.....	20th July, 1894.	Sewer, west part, town of Cornwall.

6. CHAMBLY CANAL.

11378	Chambly Manufacturing Co.	31st Jan., 1893.	To make up to Government for loss of power, or drainage by their dams in Richelieu River.
11625	Gervais & Frères..	7th Oct., 1893.	Supply gravel for canal banks.

7. LACHINE CANAL.

11645	Peter Jackson	7th Nov., 1893.	Drain, at Côte St. Paul, south of canal.
11853	McNamee & Mann.....	22nd Sept., 1894.	Deepen canal prism between locks 3 and 5.
11868	Weddell Dredging Co.. ...	1st Oct., 1894.	New channel in Lake St. Louis.
11872	D. Dugas.	19th Oct., 1894.	Cover shed with Canada plate, Mills St. yard.
11891	John B. de Lorimier	25th do 1894.	Masonry, brickwork and sewer do

8. RIDEAU CANAL.

11702	J. A. Askwith	11th Jan., 1894.	Sheet piling, Deep Cut, Ottawa.
11705	H. Harris	16th do 1894.	Supply oak timber for 1894-95.
11823	W. H. & E. Fleming.....	7th Aug., 1894.	Bond, damages by "Rideau Belle," Tay Canal locks.
11888	Wm. Kilt	23rd Oct., 1894.	Grading, &c., Deep Cut, west bank, Ottawa.

9. SAULT STE. MARIE CANAL.

11613	Hugh Ryan & Co.....	19th Dec., 1893.	Supply and discharge pipes for turbine wheels.
11632	do	19th do 1893.	5 pairs of lock gates.
11634	Hamilton Bridge Co. (Ltd)..	10th Oct., 1893.	Steel bridge on line of C. P. Ry., over canal.
11714	Hugh Ryan & Co.....	8th Feb., 1894.	Valves, gratings, &c., in the lock.
11716	Wm. Kennedy & Sons.....	13th April, 1894.	Water wheels, penstocks, pipes, &c., for power-house.
11757	Hugh Ryan & Co.....	21st do 1894.	Bridge fender cribbing.
11758	do	4th May, 1894.	Sluice valve for culvert to pump well.
11760	Canadian General Electric Co. (Limited).....	9th do 1894.	Electric and power plant.
11787	Canadian Locomotive & Engine Co. (Limited)	17th July, 1894.	Machinery and gearing for lock gates, valves, &c.

10. SOULANGES CANAL.

11672	Geo. Goodwin	4th Nov., 1893.	Assigns to Thos. Feeney, contract 11165, *re* section 11.
11673	Thos. Feeney.....	25th Nov., 1893.	Complete section 11.
11780	F. Hyde & Co.....	23rd May, 1894.	Supply Portland cement.
11783	Dominion Bridge Co. (Ltd)..	16th Nov. 1894.	Bridges on line of Canada Atlantic Railway.
11851	C. J. de Sola, agent..... ...	21st Sept., 1894.	11,000 barrels Portland cement, "Josson" brand.
11861	T. Feeney to W. J. Poupore.	20th July, 1894.	Transfers contract, section 11.
11862	Poupore & Fraser.....	Not signed.	Covenant to complete section 11.

APPENDIX No. 10.—Statement of Contracts entered into during the Fiscal Year ended 30th June, 1894.—*Continued.*

11. TRENT VALLEY CANAL.

No. of Contract.	Name of Contractor.	Date of Signature.	General Description.
11656	Wm. Kennedy	8th Nov., 1893.	Pier and boom, at Bobcaygeon.

12. WELLAND CANAL.

11603	John Riley	9th Sept., 1893.	Rebuild east pier, Port Dalhousie.
11430	Robert Weddell	17th Jan., 1893.	Road bridge, lock 2.
11605	McCombs & Brown	20th Sept., 1893.	Deepen back ditch, sections 2 and 3, feeder to Petit Road.
11606	Peter Neff	20th do 1893.	do do section 1, Marshville westwards.
11611	J. T. McNamee	18th do 1893.	Remove land slide, north "Air Line" railway crossing.
11876	Jos. Buliung	26th Oct. 1894.	Clean out sections 1 and 2, ditch north of feeder, Marshville to Hutchinson road.
11878	Frs. Hicks	26th Oct. 1894.	Clean out sections 3, 4, 5, ditch north of feeder, Marshville to Hutchinson road.

OTTAWA, Dec. 31st, 1894.

H. A. FISSIAULT.

APPENDIX No. 11.

GENERAL STATE

Water Power and other Public Property leased by the Department

Date of Signature.	Term of Lease.	Lessees.	Property Leased.	Area of Property Leased.
			Chambly Canal.	
Not signed.	Pleasure of the Government.	Canadian Pacific Railway Co.	Siding along canal at St. John's P. Q. for Atlantic and North-west Railway.	
			Lachine Canal.	
Not signed.	17 years, renewable every 10 years.	Frothingham and Workman.	Mill lot No. 1 (cad. lots 530, 529) St. Ann's Ward, Montreal, at basin No. 2.	
Not signed..	17 years.... .	Hugh McLennan...	Mill lot N.E. ½ 2, (cad. lots 531, 528) St. Ann's Ward, Montreal, at basin No. 2.	
Dec. 6, '93	5 do	Montreal Coal Elevating Co.	Cad. lot 324, West of Wellington bridge, St. Ann's Ward, Montreal, at basin No. 2.	
Nov. 16 '93	Pleasure of the Government.	End, Metayer & Co.	Lots 1 and 2 W. of St. Gabriel, basin No. 4.	19,046 ft. .
Jan. 24, '94	do ..	W. Clendinneng & Son.	Railway track and overhead gangway, at St. Henri.	
Feb. 8, '94	do ..	Consumers Gas Co. of Montreal (Ltd.)	4 in. pipe to factory, Côte St. Paul.... ..	
do 17, '94	do ..	St. Henri Chemical Co. (Ltd.)	do do do . . .	
June 1, '94	do ..	W. Clendinneng & Son.	6 in. pipe to foundry, St. Henri, cad. lot 3413—7.	
Not signed..	do ..	City of Montreal....	Lease of *Mill Street* to them and lot (Wood basin).	
Nov. 19, '94	do ..	R. C. Carter..... .	Space in shed No. 2, basin No. 2.....	100 x 40. ...
Oct. 30, '94	do ..	Dobell, Beckett & Co.	Lots 7, 8, 9, 10, S.E. of Wellington Basin.	1·67 acres...
			Beauharnois Canal.	
Not signed..	10 years	Valleyfield Electric Co. (Ltd.)	Cad. lot 830, Grande Isle, Valleyfield.....	2,700 ft.....
Nov. 13, '93	17 years, renewable every 10 years.	Montreal Cotton Co.	Land south of lots 1, 2, 3, 4, Valleyfield...	25,000 ft....
Jan. 4, '94	21 years.....	Valleyfield Lumber Co.	Land near upper entrance of canal, Catherinestown.	41,617 ft ...
			Williamsburgh Canals.	
Aug. 25, '94	7½ years, renewable every 10 years.	Edwardsburg Starch Co. (Ltd.)	Water lot near lock 26, Galops Canal.....	
			Welland Canal.	
Not signed..	21 years.....	Riordon Paper Mills Co. (Ltd.)	Water lot 11 in 10th C. Grantham.....	
do	17 do .. .	do	Water lot at locks 16, 18, 19 and 20 Old Canal, Merritton.	
do		Corporation County of Lincoln.	2 in. (syphon) pipe on W. bank, between locks 4 and 6, Grantham.	
April 2, '94	Pleasure of the Government.	J. R. R. Secord et al.	2 in. pipe above lock 11 to their farms, Grantham.	
Feb. 17, '94	10 years	Ontario Peat Fuel Co., (Ltd.)	Part of lot 9 in 4th C. Wainfleet, on Feeder.	0·096 acre...

MENT SHOWING

of Railways and Canals, during the Fiscal Year ended 30th June, 1894.

For what purpose used.	Amount of Water Power Leased.	Date from which Lease is reckoned.	Annual Rental.	Terms of Payment.			Remarks.
				Amount of each instalment.	When Due each Year.	When first instalment was Due.	
			$ cts.	$ cts.			
Siding..	..	March 1, '93	120 00	120 00	March 1....	Mar. 1, '93	In advance.
Elevators	150 h. p..	July 1, '93	Ld. 392 00 W.1,200 00 1,592 00		Jan. 1, Jul. 1	July 1, '93	In advance.
do		do	264 00	264 00	do	do	do
do		May 1, '94	450 00	450 00	May 1.....	May 1, '94	do
Storing lumber		Jan. 1, '94	380 92	380 92	January 1..	Jan. 1, '94	do
To connect foundry.		Dec. 1, '93	1 00	1 00	December 1.	Dec. 1, '93	do
Manufacture of gas.	4 in. pipe.	Feb. 1, '94	40 00	40 00	February 1.	Feb. 1, '94	do
Manufact. of glycerine.	do ..	do	40 00	40 00	do	do	do
Foundry.	6 in. pipe.	May 1, '94	60 00	60 00	May 1.....	May 1, '94	do
Street and Park.		July 1, '94	100 00	100 00	July 1	July 1, '94	do
Storage.....		August 1, '94	100 00	100 00	August 1...	Aug. 1, '94	do
Shipping deal.		Nov. 1, '94	830 00	830 00	November 1.	Nov. 1, '94	do
Electric light.	75 h. p. .	July 1, '90	15 00 4 00	land p. h. p.	Jan. 1, Jul. 1	July 1, '93	Cancels No. 8961.
Building lot..		July 1, '93	50 00	50 00	do	do '93	do 6813.
Piling, &c., lumber.		Jan. 1, '94	60 00	60 00	January 1..	Jan. 1, '94	In advance.
Grist or starch factory.	80 h.p. free (Jess'p lot) 120 h.p. at $2 per h.p.; gro'd rent $20; 50 h.p. now used.	Jan. 1, '93	Max. rent, 260 00 Min. rent, 120 00	130 00 60 00	Jan. 1, Jul. 1	Jan. 1, '93	Full rental, 120 h. p. when used, $240 Full rent., gr'nd rent..... 20 $260 Arrears p., $2,033.50 Costs of suit, still due
Paper manufactory.	60 h.p....	July 1, '90	200 00	100 00	Jan. 1, Jul. 1	Jan. 1, '91	In advance.
Paper and pulp mills.	1,200 h.p..	do '93	1,240 00	620 00	do	July 1, '93	do
Water for poor house.	2 in. pipe.	Nov. 1, '93	1 00	1 00	November 1.	Nov. 1, '93	do
Watering stock.	do ..	April 1, '94	1 00	1 00	April 1.....	Apr. 1, '94	do
Storing, &c., peat fuel.		Jan. 1, '94	10 00	10 00	January 1..	Jan. 1, '94	do

GENERAL STATEMENT showing: Water Power and other Public Property leased by the

Date of Signature.	Term of Lease.	Lessees.	Property Leased.	Area of Property Leased.
			Welland Canal—Continued.	
Not signed..	Pleasure of the Government.	Can. Coloured Cotton Mills Co. (Ltd.)	Part of road bet. 9th and 10th c. Grantham (with Lybster cotton mills lots).	3·25 chains.
April 18, '94	15 years	W. H. Andrews ...	Port Robinson dry dock, on lot 203, Thorold	1·13 acre....
May 1, '94	21 years only.	Niagara Falls Park and River Ry. Co.	Track on swing bridge, Portage Road, Chippewa.	
June 14, '94	21 years, renewable.	D. Williamson & J. Watt.	Lot on Welland St. South, at Port Colborne.	1·69 acres...
Not signed..	Pleasure of the Government.	Port Dalhousie, St. Catharines and Thorold Street Railway Co.	Cross bridges, Ontario St., and Queenston and Grimsby Road, St. Catharines.	
			Rideau Canal.	
do	21 years, renewable.	Mrs. Geo. Sterling, administratrix.	Lot at base of Major's Hill, Ottawa, at canal entrance.	0·45 acres...
			Sault Ste. Marie Canal.	
do	21 years, renewable.	Sault Ste. Marie Bridge Co.	2 lots on St. Mary's Island, and cross canal by a bridge.	{0·50 acre. / 1·55 do}
			Intercolonial Railway, &c.	
do	1 year	International Coal and Railway Co.	Lease to Company of 1¼ mile of I. C. Ry. Branch at ½ mile from Sydney Station.	
do	do	International Coal and Railway Co.	Lease to Company running powers to Sydney Station.	
do	Pleasure of the Government.	Pictou Steam Ferry Co. (Ltd.)	Water from I. C. Ry., through Co's. pipes, Pictou Landing, N.S.	
Dec. 13, '92	21 years.....	Windsor and Annapolis Ry Co. (Ltd.)	Renewal, *re* use of Windsor Branch, Junction to Halifax.	
June 27, '93	5 do	Quebec Central Ry. Co.	Lease to Government of office room in Co's. Station, Quebec Ferry Wharf.	
Not signed..	16 years and 1 year after notice.	Can. Pacific Ry. Co.	Telegraph line on Cape Breton Ry. and Eastern Extension.	
Aug. 21, '93	5 years.....	Central Vermont Ry. Co.	Lease to Government of rooms on lot 148, St. James St., Montreal.	
Nov. 1, '93	Pleasure of the Government.	J. A. R. Weir	Land &c., at Windsor Junction, Halifax County.	17,750 ft....
Dec. 31, '92	21 years	Fredericton and St. Mary's Railway Bridge Co.	Use of St. John River Bridge, and connection with Fredericton Ry., Westward, and Gibson Branch of C. P. R., Eastward.	
Sept. 16, '92	1 do	Sidney Gray..... ...	License to sell newspapers &c., on P. E. Island Ry.	
Not signed..	Pleasure of the Government.	Moncton Gas Light and Water Co.	Maintain pipe on I. C. Ry. grounds, near Moncton.	1,450 ft. ...
Oct. 16, '94	1 year.....	F. W. Cunningham.	Sell newspapers &c. on I. C. Ry. trains....	
			Other Railways.	
Nov. 6, '92	To end of next session.	Chas. E. B. Young..	License under Ry. Act, 1888, 51 Vic., c. 29, sec. 279, to operate the Elgin, Petitcodiac and Havelock Ry.	26 miles....
May 15, '93	do ..	do ..	Extension of license under Ry. Act, 1888, 51 Vic., c. 29, sec. 280, to operate the Elgin, Petitcodiac and Havelock Ry.	do .. .
June 1, '93	To Dec. 1897..	Alberta Railway and Coal Co.	Lease to C. P. Ry. Co. of line from Dunmore to Lethbridge.	109½ miles..
Dec. 12, '93	To end of next session.	Lake Erie and Detroit River Railway Co.	License under Act 56 Vic., c. 51 (1893) to operate the London and Port Stanley Ry.	23½ do ..
			Trent Valley Canal.	
Not signed..	Pleasure of the Government.	Fr. Sandford.	May cut a flume through Government dam, Fenelon Falls.	

OTTAWA, December 31st, 1894.

Department of Railways and Canals, during the Fiscal Year ended 30th June, 1894—*Con.*

For what purpose used.	Amount of Water Power Leased.	Date from which Lease is reckoned.	Annual Rental.	Terms of Payment.			Remarks.
				Amount of each instalment.	When Due each Year.	When first instalment was Due.	
			$ cts.	$ cts.			
Cotton Mills		Jan. 1, '94	20 00	20 00	Jan. 1	Jan. 1, '94	In advance.
Dry Dock		Feb. 1, '94	60 00	30 00	Feb. 1, Aug. 1	Feb. 1, '94	do
Track		May 1, '94	5 00	5 00	May 1	May 1, '94	do
Glass factory		June 1, '92	50 00	50 00	June 1	June 1, '92	do in lieu o lease No. 11306.
Electric Street Railway.		July 1, '94	1 00	1 00	July 1	July 1, '94	In advance.
Wharf		Jan. 1, '95	100 00	50 00	Jan. 1, Jul. 1	On del. of lease.	In advance (Renews No. 4286.)
Railway and Crossing.		Feb. 1, '94	20 00	20 00	Feb. 1	Feb. 1, '94	In advance.
Running powers.		From date of lease.	1 00	1 00			
do		do	Rates.		Monthly		
Water for steamers.	Pipe	do	100 00	100 00	July 1	On del. of lease.	
Railway		Jan. 1, '93	Rates.		Monthly		
Office room for I. C. Ry.		May 1, '93	300 00	75 00	Quarterly		
Telegraph business.		July 1, '93	Gov. messages free.				Add wire for I. C. Ry.
I. C. Ry. Office		May 1, '93	600 00	50 00	Monthly	June 1, '93	
Farm		Nov. 1, '93	1 00	1 00	Nov. 1.	Nov. 1, '93	In advance.
Bridge		Dec. 31, '92					
Sell books, &c.		Sept. 1, '92	300 00	25 00	Monthly on 5th.	Sept. 5, '92	
Water and light.	Pipe	— '94	1 00	1 00	July 2	— '94	In advance.
Sell books, &c.		Nov. 1, '94	4,015 00	334 58⅓	Monthly	Nov. 1, '94	do
As purchaser thereof.							
do							
As purchaser thereof.							
Surplus water leased from Estate R. C. Smith.			1 00	1 00			

H. A. FISSIAULT.

APPENDIX No. 12.

PROPERTY purchased, or damaged, by the Department of Railways and Canals, during the Fiscal Year ended 30th June, 1894.

Date of Signature.	Who sold, etc., to Her Majesty.	Property purchased, &c.			Area of Land.	Amount Paid.	Remarks.
		Lot.	District, &c.	County.			
			Annapolis and Digby Railway.			$ cts.	
Feb. 1, 1894..	Western Counties Ry. Co .	Special grant land taken	from Government to this Co. of	Annapolis & Digby			Now Yarmouth & Annapolis Ry Co.
Jan. 17, 1894..	do ..	Release to Go	for this railway by Government. vernment from all damages, &c..	do ..			
			Cape Breton Railway, extension to North Sydney.		Acres.		
March 30, 1894..	Mary Johnston, *et al*.....	Lot 25..	Georges River	Cape Breton.....	4·17	349 25 costs 30 00	} Receipt.
			Intercolonial Railway.				
May 6, 1893..	City of St. John, N.B... .	Harbour front.	Right of way amended in city of St. John, N.B.				
June 9, 1893..	John White	Pt. lot 32.....	E. of Upper Water St., Halifax..	Halifax....		6,000 00	
do 6, 1893..	Ed. Sturgess.....	A. lot, &c... .	On do and wharf.			700 00	
May 17, 1893 .	John White	Pt. lot 31...	North suburbs, Halifax.....			6,000 00	
June 8, 1893..	do	2 water lots, &c.	do do store and wharf.			10,000 00	
May 22, 1893..	P. Douglas.	2 do .	do do			15,000 00	
do 17, 1893..	John White	2 do .	do do			13,000 00	
June 8, 1893..	do	Pt. lot 31....	do do			5,500 00	
Nov. 1, 1893..	J. A. R. Weir.....	Land at Wind	sor Junction	Halifax	41·2·21	1,400 00	
May 23, 1883..	Heirs Wm. Kirkpatrick...	Documents re Halifax....	land expropriated, new line at	do		77 25	And payment to Robie Uniacke.
Nov. 25, 1893..	John McDonald	Land.....	At Lorne Siding, N.S.	Pictou.	0·50	100 00	
May 6, 1893..	City of St. John, N.B.....	do &c	City of St John (Extension), N.B.		2·54	1 00	

March	27, 1894	Admiralty Commissioners	Naval yard	Award of Chief Justice of N.S. No damage.				
Dec.	4, 1889	Chs. A. Murray (*re* E. Keays).	Land	Part of farm in Bonaventure County.		Feet. 20,000	200 00	
May	19, 1890	Chs. A. Murray (*re* E. Keays).	do	Part of farm in Bonaventure County.		Acres. 1·30	149 00	
				Canadian Pacific Railway.				
Oct.	17, 1892	Donald McDonald	Pt. lot 1	Group III, tp. 17, New Westminster, B.C.		0·97	60 00	
do	2, 1893	C. & S. Robertson	275 & 407	Tp. 12, New Westminster, B. C.			1,853 50 278 10	land. costs. Judgment of Exchequer Court.
Nov.	7, 1893	Hudson's Bay Co	62	Ste. Agathe	Pembina branch	2·60	1 00	
				Lachine Canal.				
Aug.	18, 1893	F. X. Jarry, *et al*	On lots	Côte St. Paul, covered drain.	Hochelaga and Jacques Cartier		Free.	
Jan.	1, 1894	C. Campbell	933	Parish of Lachine do	Jacques Cartier	Feet. 22,350	1,167 00	
March	2, 1894	Pat. Farmer	3726 & 3904	Côte St. Paul, parish Montreal, covered drain.	Hochelaga		75 00	Deed.
				Cornwall Canal.				
Sept.	14, 1893	J. D. Rombough	E½ 27	1st c. tp., Cornwall	Stormont	Acres. 0 35	310 00	
do	7, 1893	R. Runnions	W½ 23	do do	do	0·05	140 00	
do	21, 1893	J. E. & C. Baker	38	do do	do	1·23	250 00	
Oct.	—, 1893	P. N. Tait	E½ 27	do do	do	0·47	150 00	
do	20, 1893	W. D. Brooks	26	do do	do	0·62	800 00	
do	16, 1893	S. Lowell	Damages to lot	&c., village of Milleroches	do		10 00	Release.
Nov.	18, 1893	T. Robertson	Pt. 27	1st c. Cornwall	do	0·22	50 00	
do	24, 1893	H. McConnell's Estate	E½ 27	do	do	1·⅛	550 00	Certificate of judgment.
do	16, 1893	S. Rae	do	do	do	0·25	100 00	
Jan.	3, 1894	M. E. Cutler	do	do	do	0·18	100 00	
Dec.	6, 1893	T. Gallaher	Pts. 27	do	do	0·37 0·37	1,275 00	
do	13, 1893	W. Hespeler	E½ 19	do	do	2·00	550 00	
Jan.	2, 1894	G. S. Cutler	Pts. 27	do	do	0·90 0·61 0·75 0·037	660 00	
Feb.	6, 1894	F. Young	Pt. W½ 38	do	do	0·82	133 00	
Jan.	22, 1894	N. D. Cutler	E½ 27	do	do	0·07	25 00	
March	3, 1394	G. S. Cutler	Pt. 27	do	do	3·38	660 00	Other part of same lot.

APPENDIX No. 12.—PROPERTY purchased or damaged—*Continued.*

Date of Signature.	Who sold, etc., to Her Majesty.	Property purchased, &c.			Area of land.	Amount Paid.	Remarks.
		Lot.	District, &c.	County.			
			Cornwall Canal—(Continued).			$ cts.	
April 2, 1894..	C. A. Martin.....	E ½127	1st Con. township, Cornwall.....	Stormont..		60 00	Release.
do 19, 1894..	Gilbert Blasting and Dredging Co., (Limited).	Release..	Abandonment of sect. pts. 5 and 8, and whole of sect. 6 and 7.	do		29,350 00	do
			Soulanges Canal.		Acres.		
Aug. 30, 1893..	Jos. Ranger	Pt. 127	Parish St. Ignace du Coteau du Lac	Soulanges.....	0·81	150 00	
do 25, 1893..	Wm. & J. Lalonde, *ès qual.*	do	do do ..	do	0·81	750 00	
do 28, 1893	J. B. & Wm. Lalonde, *ès qual.*	do	do do ..	do	0·81	150 00	
Sept. 22, 1893..	Ant. Legros	129	do do ..	do	0·47	1,200 00	
do 26, 1893..	Odilon Leroux	420	Parish St. Joseph.....	do	5·82	2,250 00	
Oct. 5, 1893..	Geo. E. Clark.....	Pt. of 69 to 86 inclusively.	Parish St. Ignace du Coteau du Lac	do	2·55 25·90 13·89	5,120 00	
do 21, 1893 .	Isaïe Bissonnette..... .	417	Parish St. Joseph.....	do	6·26	2,100 00	
do 20, 1893..	F. X. Beriault & E. Thauvette, *ès qual.*	415 & 422	do	do	5·98 4·27	3,000 00	
do 19, 1393..	Am. Clement..... ...	427, 428 429, 431	do	do	10·70	2,000 00	
do 14, 1893..	J. B. Gamelin	48, 49	St. Michel de Vaudreuil (Cascades)	Vaudreuil.....	0·12 0·12	750 00	
do 23, 1893..	F. X. Lafrance.	62, 63	do do ..	do	0·24	1,100 00	
Nov. 13, 1893..	Mrs. John McKie.....	125	Parish St. Joseph.	Soulanges	5·66	1,500 00	Adèle Marcoux.
do 16, 1893..	F. X. Valade.	309, 310	do	do	2·05 4·12	1,900 00	
do 22, 1893..	Mrs. L. Tessier dit Lavigne	353	do	do	7·87	2,200 00	Emelie Sauvé.
do 16, 1893 .	Néré Moreau.....	423, 425	do	do	2·84 7·14	2,500 00	
Dec. 7, 1893..	Achile Leroux.....	412	do	do	6·02	2,000 00	

APPENDIX No. 12.—PROPERTY purchased or damaged.—*Continued.*

Date of Signature.	Who sold, etc., to Her Majesty.	Property Purchased, &c.			Area of Land.	Amount Paid.	Remarks.
		Lot.	District, &c.	County.			
			Williamsbury Canals.		Acres.	$ cts.	
			Rapide Plat				
Oct. 11, 1893	A. McMartin	Pt. E½ 33	1st c. tp. Williamsburg	Dundas		2,500 00	
do 11, 1893	do	Lot.	Centennial Cottage, Morrisburg.	do	0·114	2,500 00	
Nov. 15, 1893	Geo. H. Monthorp	Block 100	Morrisburg (damages)	do		80 00	Release.
do 8, 1893	Geo. H. Merkley, *et al*	do D	Morrisburg, deed	do	0·091	1,250 00	
Dec. 12, 1893	C. Casselman, *et al*	E½ 34	1st c. Williamsburg	do	0·17	75 00	
Nov. 22, 1893	Geo. N. Hickey	Block A	Morrisburg	do	0·062	1,000 00	
Jan. 13, 1894	S. J. Casselman	33	1st c. Williamsburg	do	0·50	600 00	
do 31, 1894	W. A. Denesha	Block E	Morrisburg	do		30 00	do
Feb. 14, 1894	M. A. Steen, *et al*	do	do	do	0·134	1,000 00	Deed.
Oct. 5, 1894	H. J. Murphy	Bill of sale	Steamer "Alert"			7,000 00	And declaration of ownership.
			Welland Canal.				
Aug. 12, 1893	M. Smithers, *et al*	W. pt. S. pt. 5	3rd c. tp. North Cayuga, Dunn	ville, dam'ges		80 00	Release, formerly Cath. Davis owned it.
Nov. 28, 1893	T. R. Merritt	119	Thorold	Welland		100 00	Release.
March 31, 1894	Geo. Montague, *et al*	9 & 10	Canal Street, Dunnville			246 00	do
April 5, 1894	Stella Lymburner	3 & 4	Indian Reserve, Canboro Dunn	ville, dam'ges		23 93	do
June 7, 1894	W. & J. Upper	94, 95, 96	Thorold	Welland		290 00	do
do 30, 1892	Executors of W. E. Parnell	12	6th c. Grantham	Lincoln	0·29	554 00	Deed.
July 17, 1894	do	12	do	do	69·68	525 00	Release.
Sept. 28, 1894	John McDonagh	Damages	Deprived of water for his mills			1 00	do
			Sault Ste. Marie Canal.				
Feb. 20, 1892	Order in Council	Transfers to this Department, all St. Mary's Island, for canal.					

			Trent Valley Canal.				
Dec. 14, 1893..	J. S. Fowlds & Bros.....	4	8th c. Asphodel, Hastings. ..	Northumberland..	2·00	2,000 00	Judgment.
March 28, 1894..	F. J. Young..	½ of 35	12th c. Smith..... .	Peterborough.....		36 42	Release.
Sept. 19, 1894..	H. M. Fowlds, *et al.*	4	8th c. Asphodel, Hastings.....	Northumberland..	2·00	2,000 00	Deed.
			Ottawa River (Culbute) Dams.				
Aug. 17, 1894..	Widow Clement Bertrand.	Pt. 7	Range A, tp. Mansfield (dam'ges)		0·50	25 00	Release.
June 6, 1894..	Corporation tp. Litchfield.	Bridge & road.	Lot 3, 2nd r. Litchfield do ..			1,000 00	do
			Rideau Canal.				
Feb. 19, 1894..	Jos. Deane.....	Minister's aut	hority to take possession of a stable at Kingston Mills.				
Sept. 12, 1893..	Queen vs. John Mahon ...	Lot H	Con. C. Rideau Front, Nepean (Notice to quit).				
do 12, 1893..	do Peter Champagne	do	Con. C. Rideau Front, Nepean (Notice to quit).				
June 20, 1894..	do do ..	do	Con. C. Rideau Front, Nepean (Writ of possession).				
do 20, 1894..	do John Mahon....	do	Con. C. Rideau Front, Nepean (Writ of possession).				
Oct. 6, 1894..	Mrs. McGillivray.....	Buildings.....	Lower Brewers Mills Station (damages).			114 00	Release.
Sept. 26, 1894..	Mrs. Deane.....	Stable..... .	Kingston Mills Locks (damages).			337 00	do
	Sold by Her Majesty to		*Intercolonial Railway.*				
Dec. 7, 1893..	Grand Division of the Sons of Temperance of the Province of N. S.	Part of Shube ched upon	nacadie Station ground, encroa- by them.			1 00	Special grant from the Crown.

OTTAWA, December 31st, 1894.

H. A. FISSIAULT.

APPENDIX No.

AGREEMENTS respecting subsidies in aid of construction of

Date of signature.	Name of Railway Company.	Lines of Railway to be constructed.	Acts of Canada granting subsidy.	Amount of subsidy. Per mile.	Amount of subsidy. Not more in all than.
1893.				$	$
August 31 1894.	Lake Temiscamingue Colonization Ry. Co.	From Mattawa to Long Sault.....	55-56 V. c. 5.	3,200	112,000
Jan. 3..	Buctouche and Moncton Ry. Co.	Moncton to Buctouche	55-56 V. c. 5.	3,200	35,380
do 26.. 1893.	Dominion Coal Co ..	Bridgeport to Louisburg.	55-56 V. c. 5.	3,200	89,600
Oct. 24..	Canadian Pacific Ry. Co.	Revelstoke to Arrow Lake.....	55-56 V. c. 5.	3,200	80,000
Not signed 1894.	Great Eastern Ry. Co.	St. Grégoire Station, G. T. Ry., towards Chaudière Junction, Station, I. C. Ry.	56 V. c. 2...	3,200	64,000
Jan. 12.. 1893.	Nova Scotia Southern Ry. Co. (Ltd).	Sand Point, Shelburne harbour, towards New Germany.	55-56 V. c. 5.	3,200	240,000
Dec. 11... 1894.	Kingston, Napanee and Western Ry. Co.	Main Line to Lake Sydenham.	55-56 V. c. 5.	3,200	64,000
Feb. 13...	Boston and Nova Scotia Coal Co. (Ltd).	Orangedale on Cape Breton Ry. to Broadcove.	55-56 V. c. 5.	3,200	80,000
do 26...	Grand Trunk Ry. Co. of Canada.	Parkhead Station to Owen Sound	56 V. c. 2...	3,200	48,000
do 27...	Lotbinière and Megantic Ry. Co.	St. Jean Deschaillons, towards Glen Lloyd, to Lister Station on G. T. Ry.	55-56 V. c. 5.	3,200	48,000
June 16...	Great Northern Ry. Co.	A point South of Montcalm to C. P. Ry. between, Joliette and St. Félix de Valois.	56 V. c. 2...	3,200	48,000
do 1...	Lake Temiscamingue Colonization Ry. Co.	Trussbridge on Ottawa River at Mattawa.	55-56 V. c. 5.		15,000
do 16...	Cobourg, Northumberland and Pacific Ry. Co.	From Cobourg to Ontario and Quebec Ry.	55-56 V. c. 5.	3,200	96,000 60,800
do 16...	Great Northern Ry. Co.	New Glasgow to South of Montcalm.	56 V. c. 2...		25,600
Oct. 23...	Nakusp and Slocan Ry Co.	Nakusp to Forks of Carpenter Creek.	57-58 V, c. 4.	3,200	121,600
Sept. 12..	Lake Temiscamingue Colonization Ry. Co.	Mattawa to Lake Kippewa...	57-58 V. c. 4.	3,200 15 p.c. bal. of '87 1,750	160,000 15,000 12,440 87,500 274,940
do 20..	Ottawa, Arnprior and Parry Sound Ry. Co.	Barry's Bay towards Northern Pacific Junction Ry.	55-56 V. c. 5.	6,400 3,200	264,000
Not signed	Oshawa Ry. Co. ...	Port Oshawa to Mill St, and to town hall and G.T.Ry. St'n	56 V. c. 2...	3,200	22,400
Sept. 21..	Cape Breton Ry. Extension Co. (Ltd).	Port Hawkesbury to St. Peters Village, N..S	57-58 V. c. 4.	3,200	96,000
Oct. 23...	United Counties Ry. Co.	St. Hyacinthe to Sorel	57-58 V. c. 4.	3,200	102,400
Nov. 16...	Boston and Nova Scotia Coal Co. (Ltd).	Orangedale on C. B. Ry. to Broadcove.	57-58 V. c. 4.	3,200	113,600
do 10...	Canada Eastern Ry. Co.	Chatham to Black Brook and Nelson branch.	57-58 V. c. 4.	3,200	32,000

OTTAWA, December 31st, 1894.

13.

Railways, entered into during the fiscal year ended 30th June, 1894.

No. of miles subsidized.	Maximum Grade Feet per mile.	Radius of curvature not less than.	Width of clearing each side.	Width of cuttings.	Embankments.	Steel rails, lbs. per lineal yard.	When to be completed.	Remarks.
No.	Feet.	Feet.	Feet.	Feet.	Ft.	Lbs.		
35	78	477	50	20	16	56	August 1, '95..	(Superseded by No. 11821).
32	60	955	50	20	15	56	Dec. 31, '94...	
28	50', and 70' near Louisburg.	1,433	50	20	15	56	August 1, '96..	
25	132	295	50	earth 18 / rock 16	12	56	do do ..	
20	33	2,865	50	20	15	56	Nov. 1, '96....	
75	80	955 and 716 at Jordan River.	50	20	15	56	August 1, '96..	
$1\frac{775}{1000}$	48	1,433	50	20	15	56	May 1, '94....	
25	80	955	50	20	15	56	August 1, '96..	Superseded by No. 11886.
$13\frac{133}{100}$	80	955	50	20	15	56	Nov. 1, '94....	
15	53	2,865	50	20	15	56	Dec. 1, '94....	Cancels No. 11554.
15	53	1,433	50	20	15	56	August 1, '96..	Trestle at St'n 61 and 114.
.....							do do ..	
49	53	955	50	20	15	56	do do ..	
18	53	1,433	50	20	15	56	August 1, '95..	do do
38	132	301	50	rock 16 / earth 18	12	56	do do ..	
50	78	477	50	rock 16 / earth 20	13	56	August 1, '98..	Cancels No. 11599.
55	69	955	50	20	15	56	do 1, '96..	Cancels No. 11342.
7	173	80	50	20	15	56	Dec. 1, '95....	
30	80	818	50	20	15	56	Oct. 1, '95....	
32	$42\frac{24}{100}$	675	50	20	15	56	do 31, '96....	
$35\frac{1}{2}$	80	955	50	20	15	56	August 1, '96..	Supersedes No. 11659.
9	80 / 77	716 / 955	50	20	15	56	Oct. 31, '96...	

H. A. FISSIAULT.

APPENDIX No. 14.

CANAL STATISTICS.

FOR SEASON OF NAVIGATION, 1893.

REVENUE.

The total revenue, exclusive of Hydraulic Rents for two years, is as follows :—

For 1892	$358,711 04
" 1893	348,014 40

By comparing the statistics of 1892 with 1893, it will be seen that the gross revenue has decreased $10,696.64.

The increases and decreases are as follows :—

	Increase.	Decrease.
On the Welland Canal		$ 3,037 15
" St. Lawrence Canals		1,920 92
" Chambly Canal	$ 1,678 30	
" Rideau Canal	630 03	
" Ottawa Canals		7,773 13
" St. Peter's Canal		491 78
" Trent Valley Canals	167 46	
" Murray Canal	50 55	
Total	$ 2,526 34	$13,222 98
Total decrease		10,696 64

These figures are, however, somewhat changed by refunds under Orders in Council, hereafter referred to.

There were refunded, Welland and St. Lawrence Canals tolls, on grain exported out of the country in 1892 ; to the amount of $40,030.83 under Order in Council of 4th April, 1892 ; which makes an actual increase of $29,334.19 for the season of 1893.

In compliance with the renewed request of forwarders and shippers of Montreal for a continuance of the reduction of tolls on certain agricultural products, His Excellency the Governor General in Council on 13th of February, 1893, authorized a reduction of canal tolls, as follows :—

For the season of 1893, the canal tolls for the passage of the following food products, wheat, indian corn, pease, barley, rye, oats, flaxseed and buckwheat for passage eastward through the Welland Canal, shall be ten cents per ton, and for passage eastward through the St. Lawrence Canals only, ten cents per ton, payment of the said tolls of ten cents per ton for passage through the Welland Canal to entitle these products to free passage through the St. Lawrence Canals.

In consequence of the reduced rates of tolls as above, being applicable to the said food products, irrespective of their destination, the reduced rate of ten cents a ton only was collected, and therefore no refunds were made on these articles for 1893.

It may be observed, however, that the reduction of tolls from twenty to ten cents per ton on the articles referred to, for passage through the Welland Canal, amounts to $75,031.90.

QUANTITY OF GRAIN PASSED DOWN THE WELLAND CANAL.

The quantity of barley, corn, oats, pease, rye and wheat passed down the Welland Canal, from ports west of Port Colborne for a period of twelve years, is as follows :—

	Quantity passed down to Montreal.	Quantity on which full Tolls were paid.	
		To Ports in Ontario.	Quantity from U.S. Ports to U. S. Ports.
	Tons.	Tons.	Tons.
1882	180,694		63,881
1883	186,814	10,650	121,876
1884	142,194	12,153	104,537
1885	96,569	11,909	117,346
1886	203,940	9,881	151,551
1887	185,034	11,838	134,868
1888	160,358	25,599	169,664
1889	267,769	19;075	213,766
1890	228,513	16,899	245,932
1891	295,509	6,805	202,710
1892	261,954	8,942	201,540
1893	501,806	25,555	222,958

The tolls on grain for passage through the Welland Canal, prior to 1884 were 20 cents a ton, since that date, however, reductions have been made by Orders in Council from year to year as follows :—Upon the urgent request of forwarders and others interested in the grain trade, a reduction was made of one-half the usual rate of tolls on grain passing down the Welland Canal and the St. Lawrence Canals to Montreal ; and in 1885 tolls were reduced to 2 cents a ton, and thereafter from year to year, including 1891.

In 1892 the tolls were reduced to 2 cents a ton on grain passed down the Welland and St. Lawrence Canals and exported, and in such cases only.

In 1893, by Order in Council of 13th February, the tolls were reduced to 10 cents a ton on grain passing eastward through the Welland Canal irrespective of its destination.

The rate through the St. Lawrence Canals, only, 10 cents a ton.

It may be remarked, that goods having paid full tolls on the Welland Canal are allowed to pass down the St. Lawrence Canals to Montreal free from payment of any further tolls.

During the last decade the quantity of agricultural products, as above, passed down the Welland and St. Lawrence Canals to Montreal, has increased from 142,194 tons to 501,806 tons ; and the quantity passed down the Welland Canal, from United States ports to United States ports, has increased from 104,537 to 222,958 tons.

* Of the quantity of grain passed down to Montreal there were transhipped at Ogdensburg in 1891, 17,817 tons, in 1892, 4,341 tons, in 1893, 71,445 tons.

The quantity of barley, corn, oats, pease, rye and wheat, arrived at Montreal via Grand Trunk and Canadian Pacific Railways, for a period of 12 years, is reported as follows :—

	Tons.
For 1882	75,026
1883	98,672
1884	142,231
1885	160,821
1886	165,613
1887	191,760
1888	113,794
1889	94,943
1890	119,208
1891	184,410
1892	291,680
1893	147,610

The quantity of the same articles passed down the whole length of the St. Lawrence Canals to Montreal, for the same period was :—

	Tons.
For 1882	230,055
1883	263,368
1884	174,496
1885	134,824
1886	272,133
1887	237,881
1888	166,191
1889	275,414
1890	242,571
1891	320,434
1892	302,899
1893	532,084

Comparative shipments of grain by the St. Lawrence route, and rail and water via the State of New York, are as follows :—

QUANTITY OF GRAIN TO SEABOARD BY COMPETING ROUTES.

The quantity of grain and pease passed down the whole length of the St. Lawrence Canals to Montreal, is as follows :—

	Tons.
For 1892	302,899
1893	532,084
Showing an increase of	229,185

The quantity of grain and pease carried to Montreal via Canadian Pacific and Grand Trunk Railways, is reported as follows :—

	Tons.
For 1892	291,680
1893	147,610
Showing a decrease of	144,070

The quantity of grain arrived at tidewater by New York Canals, is reported as follows :—

	Tons.
For 1892	899,313
1893	

The quantity of grain carried to tide-water by the New York railways, is reported as follows :—

	Tons.
For 1892	4,515,041
1893	

The increases and decreases for 1893 as compared with 1892, on the several routes, competing for the carrying trade to the seaboard, are as follows :—

—	Increase.	Decrease.	Increase.	Decrease.
	Tons.	Tons.	Per cent.	Per cent.
On the St. Lawrence Canals	229,185		75·66	
do Canadian Pacific and Grand Trunk Railways		144,070		49·39
do New York Canals				
do do Railways				

By reference to Appendix U, it will be seen that the quantity of freight from ports west of Port Colborne to United States ports, on the south of Lake Ontario, has increased from 175,455 tons in 1883; to 393,748 tons in 1893; and the quantity to Ontario ports, between Port Dalhousie and Cornwall, has decreased from 184,502 tons in 1883, to 93,737 tons in 1893. The quantity passed down to Montreal shows an increase from 205,394 tons in 1883, to 508,016 tons in 1893.

TRANSHIPMENT OF GRAIN.

The quantity of grain passed down the Welland Canal in Canadian and United States vessels to Kingston for ten years, is as follows :—

In Canadian vessels, there were in—

			Tons.
1884, 111	cargoes, with an aggregate quantity of		70,475
1885, 75	do	do	45,639
1886, 244	do	do	143,330
1887, 284	do	do	178,233
1888, 182	do	do	143,025
1889, 208	do	do	165,117
1890, 203	do	do	184,275
1891, 209	do	do	190,664
1892, 158	do	do	159,018
1893, 146	do	do	148,962

In United States vessels, there were in—

			Tons.
1884, 117	cargoes, with an aggregate quantity of		75,787
1885, 79	do	do	55,982
1886, 97	do	do	62,222
1887, 19	do	do	12,477
1888, 60	do	do	43,667
1889, 114	do	do	108,358
1890, 35	do	do	35,560
1891, 77	do	do	90,153
1892, 89	do	do	109,812
1893, 257	do	do	328,269

St. Lawrence Canals.

East and west bound freight.

Of the total quantity of freight passed through the canals during 1893, there were 885,850 tons passed eastward and 272,536 tons passed westward.

The total quantity of through freight was 742,188 tons; of this quantity 703,892 tons were east bound and 38,296 tons were west bound.

Of the total quantity of (way) or local freight, 181,258 tons were east bound and 234,240 tons west bound freight.

THROUGH TRAFFIC BETWEEN MONTREAL AND PORTS ON LAKES ERIE, MICHIGAN, &c.

The total quantity of freight passed eastward and westward through the Welland and St. Lawrence Canals, from Lake Erie to Montreal, during thirteen years, is as follows:—

	Eastward, to Montreal. Tons.	Westward, from Montreal. Tons.
1881	169,213	37,190
1882	108,835	24,488
1883	205,394	27,488
1884	168,715	9,425
1885	132,968	16,115
1886	244,514	16,801
1887	213,834	14,075
1888	182,899	19,310
1889	298,197	25,370
1890	231,746	31,951
1891	309,593	14,060
1892	263,144	9,452
1893	508,016	16,545

FREIGHT FROM UNITED STATES PORTS TO UNITED STATES PORTS.

The total quantity of freight passed eastward and westward through the Welland Canal, from United States ports to United States ports, for a period of thirteen years, is as follows:—

	Eastward. Tons.	Westward. Tons.	Total. Tons.
1881	96,266	97,907	194,173
1882	110,286	172,520	282,806
1883	174,912	257,699	432,611
1884	163,998	243,081	407,079
1885	168,212	216,297	384,509
1886	224,916	239,562	464,478
1887	189,427	151,074	340,501
1888	221,062	213,689	434,751
1889	297,353	266,231	563,584
1890	318,259	215,698	533,957
1891	306,257	247,543	553,800
1892	300,733	240,332	541,065
1893	384,559	247,108	631,667

The total quantity of freight passed through the Welland Canal from United States ports to United States ports shows an increase of 90,602 tons as compared with the previous year; and an increase of 437,494 tons as compared with 1881.

The following statement shows the aggregate number of vessels, and the total quantity of freight passed through the Welland Canal, and the quantity passed between United States ports during the years 1867 to 1893 inclusive.

Fiscal Year.	Aggregate number of vessels.	Total quantity transported on the Welland Canal.	Quantity passed from United States ports to United States ports.
	No.	Tons.	Tons.
1867	5,405	933,260	458,386
1868	6,157	1,161,821	641,711
1869	6,069	1,231,903	688,700
1870	7,356	1,311,956	747,567
1871	7,729	1,478,122	772,756
Season of Navigation.			
1872	6,063	1,333,104	606,627
1873	6,425	1,506,484	656,208
1874	5,814	1,389,173	748,557
1875	4,242	1,038,050	477,809
1876	4,789	1,099,810	488,815
1877	5,129	1,175,398	493,841
1878	4,429	968,758	373,738
1879	3,960	865,664	284,043
1880	4,104	819,934	179,605
1881	3,332	686,506	194,173
1882	3,334	790,643	282,806
1883	3,267	1,005,156	432,611
1884	3,138	837,811	407,079
1885	2,738	784,928	384,509
1886	3,589	980,135	464,478
1887	2,785	777,918	340,501
1888	2,647	878,800	434,753
1889	2,975	1,085,273	563,584
1890	2,883	1,016,165	533,957
1891	2,594	975,013	553,800
1892	2,615	955,554	541,065
1893	2,843	1,294,823	631,667

The total quantity of freight passed through the several divisions of the canals during the season of 1893 is as follows :—

—	Farm Stock.	Forest Produce of Wood.	Manufactures.	Merchandise.	Agricultural Products.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Welland	30	184,692	21,808	281,621	806,672	1,294,823
St. Lawrence	811	113,345	65,714	344,015	634,501	1,158,386
Chambly	294	189,014	7,607	105,741	10,214	312,870
Ottawa	984	563,193	311	9,794	7,239	581,521
Rideau	29	77,725	4,494	17,134	2,027	101,409
St. Peter's		4,831		33,603	9,172	47,606
Murray	22	5,896	2,567	5,389	2,466	16,340
Trent Valley	9	30,248	41	846	75	31,219

The total quantity of freight moved on the Welland Canal was 1,294,823 tons, of which 806,672 tons were agricultural products.

On the St. Lawrence Canals the total quantity of freight moved was 1,158,386 tons, of which 634,501 w ere agricultural products, and 344,015 tons were merchandise.

On the Ottawa Canals the total quantity of freight moved was 581,521 tons ; of this quantity 563,193 tons were the produce of the forest.

NORWAY TO CHICAGO.

During the month of May the steamer "Xania" of Bergen, Norway, passed up the St. Lawrence and Welland Canals with a cargo of 464 tons of fish from Norway to Chicago, and returned on the 31st May with a cargo of 237 tons of flour and 450 tons of wheat.

Statistical Comparison of various United States Routes.

The statistical comparisons heretofore given in respect to the quantities of the principal articles carried through the Welland Canal, and those carried over routes in the United States, in competition with that work, have been continued to date.

By reference to statement H, as to the quantity of vegetable food carried to tidewater, it will be observed that the quantity carried by the New York Canals was 1,288,036 tons in 1893, against 937,999 in 1892, and 1,092,355 in 1891.

The quantities of vegetable food carried by the New York Central, Erie and New York, West Shore and Buffalo Railways being :—

	Tons.		Tons.
In 1893		In 1886	*3,802,262
1892	5,913,013	1885	4,105,594
1891	3,565,381	1884	3,639,805
1890	*4,336,199	1883	4,422,461
1889	3,654,984	1882	3,888,557
1888	3,197,634	1880	4,732,385
1887	3,847,766	1869	1,087,809

The following figures are an abstract of the quantities of vegetable food carried to tidewater by the canals and railways of the State of New York, during twenty-two years :—

——	Canals.	Railways.	Total.	Proportions by Canals.
	Tons.	Tons.	Tons.	
1869	1,302,613	1,087,809	2,390,342	·545
1870	1,295,010	1,766,457	3,061,467	·423
1871	1,850,198	2,205,589	4,055,787	·456
1872	1,674,320	1,870,614	3,544,934	·472
1873	1,745,171	2,036,992	3,782,163	·461
1874	1,767,598	2,791,517	4,559,115	·387
1875	1,306,550	2,343,241	3,648,791	·357
1876	1,064,293	2,875,803	3,940,096	·270
1877	1,498,984	2,493,683	3,992,667	·375
1878	1,912,734	3,695,764	5,608,498	·341
1879	1,833,399	4,353,617	6,187,016	·296
1880	2,371,090	4,732,385	7,103,475	·333
1881	1,116,561	4,983,722	6,100,283	·183
1882	1,118,776	3,885,557	5,004,333	·223
1883	1,379,000	4,422,461	5,801,461	·237
1884	1,236,986	3,639,805	4,876,791	·253
1885	1,063,310	4,105,594	5,168,904	·205
1886	1,489,886	3,802,262	5,292,148	·281
1887	1,539,403	3,847,766	5,387,169	·285
1888	1,166,958	3,197,734	4,364,692	·267
1889	1,296,896	3,654,984	4,951,880	·262
1890	1,167,901	4,336,199	5,504,100	·212
1891	1,092,355	3,565,381	4,657,736	·234
1892	937,999	5,913,013	6,851,012	·137
1893	1,288,046			

* Flour and grain only.

COMPARATIVE STATEMENT OF TRAFFIC BY RAILWAYS AND CANALS VIA THE STATE OF NEW YORK.

On reference to the returns made by the railways to the state authorities of New York, and to the canal statistics submitted to the state legislature, I find that of the total tonnage of freight carried by the canals and railways, the state canals carried :—

	Per cent.		Per cent.
In 1859	68·9	In 1881	18·5
1869	47·0	1882	19·0
1870	38·9	1883	18·7
1871	38·9	1884	19·0
1872	40·1	1885	17·1
1873	34·9	1886	16·9
1874	31·7	1887	16·3
1875	28·4	1888	18·8
1876	24·6	1889	15·1
1877	28·3	1890	13·9
1878	27·1	1891	13·4
1879	23·7	1892	9·8
1880	25·1	1893	

The quantity of freight carried by the canals and railways was greater in 1992 by 5,094,390 tons than the quantity carried in 1891, and an increase of 31,165,395 tons over 1869.

The quantities carried were as follows —

	Total Tonnage.	Proportion by Canals.
In 1859	5,485,076	·6890
1869	12,453,174	·4705
1870	15,148,274	·3895
1871	15,844,152	·3896
1872	16,631,609	·4012
1873	18,200,208	·3497
1874	18,283,547	·3174
1875	17,101,758	·2841
1876	16,948,627	·2462
1877	17,489,770	·2833
1878	19,017,301	·2719
1879	22,590,766	·2373
1880	25,706,586	·2512
1881	27,857,394	·1859
1882	28,693,054	·1905
1883	30,167,119	·1877
1884	26,293,844	·1905
1885	27,543,948	·1718
1886	31,168,744	·1698
1887	34,029,791	·1632
1888	26,244,610	·1883
1889	35,466,042	·1514
1890	37,624,199	·1394
1891	38,524,179	·1343
1892	43,618,569	·0982
1893		

Average freight rates, grain, Chicago to Buffalo :—

Year.	Wheat.	Year.	Wheat.
1878.....	3·1	1887.....	4·1
1879.....	4·7	1888.....	2·7
1880.....	5·7	1889.....	2·5
1881.....	3·2	1890.....	1·9
1882.....	2·5	1891.....	2·5
1883.....	3·5	1892.....	2·2
1884.....	2·1	1893.....	1·6
1885.....	2·0		
1886.....	3·6	Average sixteen years...	3·0

Handling charge to vessel on grain, $3.50 to $4.00 per 1,000 bushels.

SAULT STE. MARIE CANAL.

The traffic through the Sault Ste. Marie Canal for the years of 1892 and 1893 is reported as follows:

	Quantity.		Increase.		Decrease.		Total Valuation.		
	1892.	1893.	Quantity,	Per cent.	Quantity.	Per cent.	Price per Unit.	1892.	1893.
							$ cts.	$ cts.	$ cts.
Vessels number.	12,580	12,008			572	5			
Lockages "	5,867	5,553			314	6			
Tonnage, registered Net tons.	10,647,203	8,949,754			797,449	7			
" freight "	11,214,333	10,796,572			417,761	4			
Passengers Number.	25,896	18,869		...	7,027	27			
Coal (hard and soft) net tons.	2,904,266	3,008,120	103,854	4			3 50	10,164,931 00	10,528,420 00
Flour barrels.	5,418,135	7,420,674	2,002,539	37			4 00	21,672,540 00	29,682,696 00
Wheat bushels.	40,994,780	43,481,652	2,486,872	6			75	30.746,085 00	32,611,239 00
Grain (other than wheat) "	1,666,690	2,405,344	738,654	44			56	933,346 40	1,346,992 64
Manufactured Iron net tons.	59,772	57,046			2,726	5	50 00	2,988,600 00	2,852,300 00
Pig Iron "	41,748	32,406			9,342	22	17 00	709,716 00	550,902 00
Salt barrels.	275,470	228,730			47,010	17	1 00	275.740 00	228,730 00
Copper net tons.	64,993	87,530	22,537	35			200 00	12,998,600 00	17,506,000 00
Iron Ore "	4,901,132	4,014,556			886,576	18	3 50	17,153.962 00	14,050,946 00
Lumber M ft., B.M.	512,844	588,545	75,701	15			18 00	9,231,192 00	10,593,810 00
Silver Ore and Bullion net tons.	1,930	2,470	540	28			153 79	296,814 70	379,861 30
Building Stone "	39,698	19,426			20,272	51	10 00	396,980 00	194,260 00
Unclassified Freight "	459,146	415,180		...	43,966	10	60 00	27,548,760 00	24,910,800 00
Totals $								135,117,267 10	145,436,956 94

"Total valuation of produce and merchandise carried through the canal is estimated as follows for the years named :—

"Valuation for	1885	$ 53,413,472
do	1886	69,080,071
do	1887	79,031,757
do	1888	82,156,019
do	1889	83,732,527
do	1890	102,214,948
do	1891	128,178,208
do	1892	135,117,267
do	1893	145,436,956

"NOTE.—The price per unit is based on the values used in 1885, with the exception of the items of flour, wheat and grain, for which a new valuation was adopted in 1892. Average value per ton $13.47.

"Total number of steamers passing the canal during 1893, 8,379 ; sailing vessels, 2,955 ; all others, 674. Total, 12,008.

"The canal was open for navigation, during 1893, 219 days ; during 1892, 233 days.

"B. H. TEAKLES,
"*Compiler of Canal Statistics.*"

No vessels took cargoes through to Montreal intact in 1893, against two in 1892 of 924 tons, and three in 1891 with 1,441 tons. Thirty-four vessels lightered a portion of their cargoes in 1893, against twenty-five in 1892, and forty-four in 1891. Three hundred and sixty-nine vessels discharged the whole of their cargoes at Kingston in 1893, against two hundred and twenty in 1892, and 293 in 1891.

The quantity of grain transhipped at Port Colborne in 1893 and the three previous years is given below.

The total number of grain laden vessels lightened at this port in 1893, was 91, against 94 the previous year.

The quantity of the grain lightered was as follows:—

Articles.	1890.	1891.	1892.	1893.
	Bush.	Bush.	Bush.	Bush.
Wheat	4,310	16,665	68,736	47,558
Corn	773,687	482,802	576,289	759,000
Rye	Nil	13,318	2,467	11,540
Oats	44,294	257,000	102,529	35,353

The quantity discharged at this port from vessels which did not enter the canal was as follows:—

Articles.	1890.	1891.	1892.	1893.
	Bush.	Bush.	Bush.	Bush.
Wheat	Nil	16,628	Nil	Nil
Corn	Nil	Nil	Nil	Nil
Rye	Nil	Nil	Nil	Nil
Oats	Nil	Nil	Nil	Nil

Welland Canal.

The total quantity of freight passed on the Welland Canal during the season of 1893, was 1,294,823 tons; of this quantity 25,393 tons were way or local freight.

East and west bound freight.

There were 1,013,240 tons of freight passed eastwards, and 281,583 tons passed westwards.

The total quantity of freight passed through the whole length of the Welland Canal during the season of 1893, was 1,269,430 tons.

Of this quantity 273,929 tons were west bound and 995,501 east bound freight.

Of the east bound freight Canadian vessels carried 247,161 tons and United States vessels carried 748,340 tons; and of the west bound freight Canadian vessels carried 25,248 tons, and United States vessels carried 248,681 tons.

Of the total quantity of through freight, Canadian vessels carried 272,409 tons, and United States vessels carried 997,021 tons.

St. Lawrence Canals.

East and west bound freight.

Of the total quantity of freight passed through the canals during 1893, there were 885,850 tons passed eastward and 272,536 tons passed westward.

The total quantity of through freight was 742,188 tons; of this quantity 703,892 tons were east bound and 38,296 tons were west bound.

Of the total quantity of (way) or local freight, 181,258 tons were east bound and 234,240 tons west bound freight.

THROUGH TRAFFIC BETWEEN MONTREAL AND PORTS ON LAKES ERIE, MICHIGAN, &c.

The total quantity of freight passed eastward and westward through the Welland and St. Lawrence Canals, from Lake Erie to Montreal, during thirteen years, is as follows:—

	Eastward, to Montreal. Tons.	Westward, from Montreal. Tons.
1881	169,213	37,190
1882	108,835	24,488
1883	205,394	27,488
1884	168,715	9,425
1885	132,968	16,115
1886	244,514	16,801
1887	213,834	14,075
1888	182,899	19,310
1889	298,197	25,370
1890	231,746	31,951
1891	309,593	14,060
1892	263,144	9,452
1893	508,016	16,545

FREIGHT FROM UNITED STATES PORTS TO UNITED STATES PORTS.

The total quantity of freight passed eastward and westward through the Welland Canal, from United States ports to United States ports, for a period of thirteen years, is as follows:—

	Eastward. Tons.	Westward. Tons.	Total. Tons.
1881	96,266	97,907	194,173
1882	110,286	172,520	282,806
1883	174,912	257,699	432,611
1884	163,998	243,081	407,079
1885	168,212	216,297	384,509
1886	224,916	239,562	464,478
1887	189,427	151,074	340,501
1888	221,062	213,689	434,751
1889	297,353	266,231	563,584
1890	318,259	215,698	533,957
1891	306,257	247,543	553,800
1892	300,733	240,332	541,065
1893	384,559	247,108	631,667

The total quantity of freight passed through the Welland Canal from United States ports to United States ports shows an increase of 90,602 tons as compared with the previous year; and an increase of 437,494 tons as compared with 1881.

Lake Freight from Chicago to Buffalo on Wheat and Corn,—by William Thurstone Secretary, Merchants' Exchange, Buffalo.

STATEMENT showing the dates of the changes in the ruling rates of Lake freights on wheat and corn from Chicago to Buffalo, during 1893.

1893.	Wheat, bush.	Corn, bush.	1893.	Wheat, bush.	Corn, bush.
	Cts.	Cts.		Cts	Cts.
April 7	2⅜		Aug. 1	1⅛ to 1¼	1
do 14	2⅜	2	do 4	1¼	1
do 18	1⅜		do 25	1¼ to 1⅜	1 to 1⅛
do 19	1⅜ to 1½	1¼	do 26	1⅜	1¼
do 21	1½	1½	do 28	1⅜ to 1½	1½
do 22	1½	1⅜	do 29	1⅜	1¼
do 24	1½	1	Sept. 4	1⅜	1½
do 28	1½	1	do 9	1½	1½
May 11	1 to 1½	1	do 11	1½	1½
do 17	1½	1⅛	do 19	1⅝	1⅝
do 19	1½	1½	do 25	2	1⅝
do 24	1⅝	1⅜	do 27	2⅛	2
June 3	2	1⅜	do 29	2⅛	2⅛
do 6	2¼	2	do 30	2¼ to 2⅜	2 to 2⅛
do 19	2	1⅜	Oct. 2	2⅜	2⅛
do 22	1⅜	1⅜	do 3	2⅛	2
do 24	1⅜ to 1½	1⅜	do 10	2	1⅞
do 26	1½	1⅜	do 19	2⅛	2
do 27	1½	1½	do 26	2	1⅝
do 28	1½	1	Nov. 2	1⅞	1⅝
do 29	1⅛ to 1¼	1⅛	do 4	1⅝	1⅝
do 30	1	1	do 7	1⅜ to 1½	1⅜ to 1½
July 14	1 to 1½	1 to 1½	do 9	1⅜	1½
do 17	1½	1⅜	do 11	1⅛ to 1⅜	1⅛ to 1⅜
do 18	1⅛ to 1⅜	1¼ to 1⅜	do 14	1⅛ to 1⅜	1⅛
do 20	1⅜	1⅜	do 15	2	1⅝
do 22		1⅜ to 1½	do 22	2⅛	1⅝
do 24	1⅜	1⅜	do 23	2⅛	2
do 25	1½	1½	do 24		2⅛ to 2⅛
do 26	1⅜	1⅜	do 27	2⅜	2⅛
do 27	1	1	do 28		2⅛
do 28	1⅛	1			
do 29	1½	1⅛			
do 31	1⅜	1⅛			

NOTE.—As a rule oats one-quarter per cent less than corn. Rate from Milwaukee about the same as from Chicago.

AVERAGE LAKE FREIGHTS.

The following statement shows the average rates of lake freights on wheat and corn between Chicago and Buffalo during each month in the past eleven years, the highest and lowest rate on wheat in each year, and the average rate on wheat each year, in cents, per bushel :—

Grain.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
1883 Wheat	3·0	2·5	2·5	3·8	4·6	3·8	4·0
1883 Corn	2·7	2·2	2·2	3·5	4·3	3·5	3·7
Highest rate, wheat, 1883, 5¼c. ; lowest, 2·2c. ; average for the season, 3½c.							
1884 Wheat	2·2	2·2	2·0	1·9	2·1	2·0	2·3
1884 Corn	2·0	2·0	1·7	1·6	1·9	1·6	2·1
Highest rate, wheat, 1884, 3c. ; lowest, 1·6c. ; average for the season, 2·1c.							
1885 Wheat	2·1	1·3	1·3	1·8	1·6	3·1	3·2
1885 Corn	1·8	1·2	1·1	1·5	1·4	2·2	2·8
Highest rate, wheat, 1885, 3⅜c. ; lowest, 1·1c. ; average for the season, 2c.							
1886 Wheat	3·1	2·7	2·7	3·2	4·5	4·8	4·3
1886 Corn	2·8	2·5	2·5	2·9	4·2	4·6	4·0
Highest rate, wheat, 1886, 5¾c. ; lowest, 2c. ; average for the season, 3·6c.							
1887 Wheat	3·4	5·1	3·8	3·5	4·1	4·7	3·9
1887 Corn	3·1	4·7	3·5	3·3	3·8	4·4	3·6
Highest rate, wheat, 1887, 6c. ; lowest, 3c. ; average for the season, 4·1c.							
1888 Wheat	2·1	1·9	2·2	3·2	3·5	2·4	2·5
1888 Corn	1·8	1·7	1·9	2·9	3·2	2·1	2·3
Highest rate, wheat, 1888, 4c. ; lowest, 1·7c. ; average for the season, 2·7c.							
1889 Wheat	2·2	2·0	2·1	2·7	3·0	3·0	2·5
1889 Corn	2·0	1·8	1·9	2·4	2·7	2·7	2·3
Highest rate, wheat, 1889, 3·6c. ; lowest, 2c. ; average for the season, 2·5c.							
1890 Wheat	1·8	2·0	2·3	1·5	2·0	1·8	2·0
1890 Corn	1·6	2·0	2·0	1·3	1·8	1·6	1·8
Highest rate, wheat, 1890, 2½c. ; lowest, 1·5c. ; average for the season, 1·9c.							
1891 Wheat	1·4	1·2	2·1	2·7	3·3	2·2	4·1
1891 Corn	1·2	1·1	2·0	2·5	3·0	2·1	3·8
Highest rate, wheat, 1891, 5½c. ; lowest, 1c. ; average for the season, 2·4c.							
1892 Wheat	1·9	1·8	2·0	2·3	2·3	2·3	2·6
1892 Corn	1·7	1·6	1·8	2·1	2·1	2·1	2·3
Highest rate, wheat, 1892, 3c. ; lowest, 1c. ; average for the season, 2·2.							
1893 Wheat	1·3	1·8	1·2	1·3	1·7	2·1	2·0
1893 Corn	1·2	1·6	1·1	1·2	1·5	1·9	1·8
Highest rate, wheat, 1893, 2¾c. ; lowest, 1c. ; average for the season, 1·6c.							

LAKE FREIGHT FROM DULUTH TO BUFFALO ON WHEAT.

The following statement shows the dates of the changes in the ruling lake freight rates on wheat from Duluth to Buffalo during the season of 1893, as reported, on the dates specified :—

1893.	Wheat, bush.	1893.	Wheat, bush.
	Cents.		Cents.
March 11 to April 17, vessels to arrive	3⅜ to 3	July 23 to 29	1¼ to 1½
April 20 to 30	2¾ to 2½	Aug. 3 to 26	1½
May 6 to 12	2⅝	do 27 to Sept. 16	1¾
do 13 to 20	3 to 2⅜	Sept. 17 to 23	2
do 21 to 27	2⅜	do 24 to 30	2 to 2½
do 29 to June 3	2⅞ to 2¾	Oct. 1 to 7	2¾ to 3
June 4 to 10	2¾ to 3½	do 8 to 14	3
do 11 to 17	3½ to 3	do 15 to 21	2⅞ to 3
do 18 to 24	3 to 2¾	do 22 to 28	2¾ to 2½
do 26 to 30	2½ to 2	do 29 to Nov. 4	2½
July 1 to 8	2 to 1½	Nov. 5 to 11	2⅜ to 2½
do 9 to 15	1¼	do 12 to 25	2½ to 2⅝
do 16 to 22	1½ to 2	Dec. 1 on three cargoes	3½

In 1885, the range of freight on wheat, Duluth to Buffalo, was 1½ to 5 cents; in 1886, 3¼ to 8 cents; in 1887, 5 to 8 cents; in 1888, 2 to 5 cents; in 1889, 2 to 5 cents; in 1890, 2 to 5 cents; in 1891, 1¼ to 9½ cents; in 1892, 2¼ to 4 cents; in 1893, 1¼ to 3½ cents per bushel.

Wheat was shipped from Duluth to Kingston, per bushel, during the season of 1887, at 6½ to 7⅜ cents; in 1888, at 4 to 5 cents; in 1889, ————; in 1890, at 5¾ 5½, 4½, 4¼ and 4 cents; in 1891, during May, 3¾, 3½, 3 and 2½ cents; during June, 3 cents, and on July 25, 2½ cents; in 1892, 5 cents in April, 5 and 5¼ cents in May, 4 cents in June, 4½ cents in July, 3 cents in August, 6 and 6¼ cents in October; and in 1893, ranged from 5½ 4½ cents in April, 4½ and 4¾ cents in May, 4 and 3½ cents in June, 2⅜ and 3 cents in July, 3½ and 3⅜ cents in September; no figures quoted after that date.

The first arrival by lake at Duluth, in 1893, was on May 18th; in 1892, on 21st April; in 1891, on 30th April; in 1890, on 23rd April; in 1889, on 20th April; in 1888, on 12th May; in 1887, on 8th May, and in 1886, on 4th May.

The following statement shows the average rates of canal freights on wheat and corn, between Buffalo and New York, during each month in the past ten years, and the highest and lowest rates on wheat, and average rate on wheat in each year:

	Grain.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.
		Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
1883	Wheat	5·0	4·3	3·9	4·6	6·3	5·5	4·6
	Corn	4·5	3·9	3·6	4·3	5·9	5·0	4·1
Highest rate, wheat, 1883, 6·5c.; lowest, 3·5c.; average for the season, 4·9c.								
1884	Wheat	3·8	3·4	3·6	4·2	4·7	5·0	4·7
	Corn	3·4	3·1	3·2	3·8	4·2	4·4	4·2
Highest rate, wheat, 1884, 5·5c.; lowest, 3·2c.; average for the season, 4·2c.								
1885	Wheat	4·2	3·1	3·0	3·7	3·5	4·2	5·0
	Corn	3·8	2·9	2·8	3·3	3·2	3·9	4·5
Highest rate, wheat, 1885, 6c.; lowest, 3c.; average for the season, 3·8c.								
1886	Wheat	5·7	3·8	4·0	5·4	6·0	5·5	4·8
	Corn	5·1	3·4	3·6	4·8	5·5	5·0	4·5
Highest rate, wheat, 1886, 6·5c.; lowest, 3c.; average for the season, 5c.								
1887	Wheat	5·1	4·5	3·8	4·0	4·5	4·8	5·8
	Corn	4·6	4·1	3·4	3·6	4·1	4·4	5·3
Highest rate, wheat, 1887, 7c.; lowest, 3·5c.; average for the season, 4·6.								
1888	Wheat	3·4	2·5	2·5	4·1	3·9	3·7	3·5
	Corn	3·1	2·3	2·3	3·8	3·6	3·4	3·2
Highest rate, wheat, 1888, 4·5c.; lowest, 2c.; average for the season, 3·4.								
1889	Wheat	4·0	3·8	4·0	4·4	5·0	5·0	5·0
	Corn	3·6	3·4	3·6	3·9	4·5	4·5	4·4
Highest wheat, rate, 1889, 5c.; lowest, 3·7c.; average for the season, 4·8.								
1890	Wheat	3·9	3·8	3·6	3·8	3·9	4·0	3·5
	Corn	3·5	3·4	3·2	3·4	3·5	3·6	3·1
Highest rate, wheat, 1890, 4·2c.; lowest, 3c.; average for the season, 3·8.								
1891	Wheat	2·8	2·9	2·8	3·8	4·2	4·6	4·0
	Corn	2·5	2·6	2·5	3·5	3·8	4·2	3·6
Highest rate, wheat, 1891, 4⅜c.; lowest, 2·5c.; average for the season, 3·5c.								
1892	Wheat	2·7	2·2	2·4	3·0	3·8	4·7	4·6
	Corn	2·4	2·0	2·2	2·6	3·4	4·4	4·3
Highest rate, wheat, 1892, 6c.; lowest, 2⅛c.; average for the season, 3·5c.								
1893	Wheat	4·8	4·8	4·6	4·6	4·0	4·7	4·8
	Corn	4·4	4·4	4·3	4·2	3·6	4·3	4·5
Highest rate, wheat, 1893, 5·5c.; lowest, 3·6c.; average for the season, 4·6c.								

NOTE.—Canal free of tolls.

LOW COST OF TRANSPORTATION.

"During the navigation season of 1893 freight rates touched points which were among the lowest, if indeed in some instances were not the very lowest known.

"The year closed with a published tariff for all rail transportation on sixth class from Chicago to New York of 17½ cents and 15 cents per 100 pounds, with corresponding terms for intermediate points. Even these prices were cut, it is said, in the interests of large shippers. Lake rates on wheat and corn from Chicago to Buffalo dropped to one cent per bushel, and the average for the whole season was only 1·6 cent for wheat and 1·4 cent for corn, the lowest points known in the record of the trade. From Duluth to Buffalo during August and a part of July wheat was carried at 1¼ and 1½ cents per bushel, with an average for the whole season of only 2·34 cents."

FREIGHTS, TOLLS, ELEVATING AND STORAGE RATES COMPARED.

The following statement shows the receipts of grain and flax-seed at Buffalo, the average canal freight on wheat, and the tolls on wheat to New York, and the elevating and storage rates at Buffalo for a series of years:—

Year.	Grain received.	Average Canal Freight on Wheat.	Tolls on Wheat.	Elevating, including Storage. †
	Bush.	Cts.	Cts.	Cts.
1870	32,208,039	11·2	3·1	1¼
1871	61,319,313	12·6	3·1	1¼
1872	58,703,666	13·0	3·1	1¼
1873	65,498,955	11·4	3·1	1¼
1874	55,660,198	10·0	3·1	1¼
1875	52,833,451	7·9	2·0	1
1876	44,207,121	6·6	2·0	1
1877	61,822,292	7·4	1·0	1
1878	78,828,443	6·0	1·0	1
1879	75,089,768	6·8	1·0	1
1880	105,133,009	6·5	1·0	1
1881	56,389,827	4·7	1·0	⅞
1882	51,501,503	5·4	1·0	⅞
1883	65,722,080	4·9	None	⅞
1884	58,011,800	4·2		⅞
1885	52,671,090	3·8		⅞
1886	75,570,850	5·0		⅞
1887	87,073,570	4·6		⅞
1888 *	73,977,390	3 4		⅞
1889	92,290,550	4·8		⅞
1890	91,994,680	3·8		⅞
1891	135,315,510	3·5		⅞
1892	138,872,560	3·5		⅞
1893	140,796,410	4·6		⅞

NOTE.—Prior to 1870 tolls were 6·21 cents a bushel, and the elevating charges 2 cents a bushel.
* Including flax-seed. † Storage varied; five or ten days' limit.

AVERAGE FREIGHT CHARGES PER BUSHEL.

For the transportation of wheat and corn from Chicago to New York for a series of years.

(From Report of Board of Trade Chicago.)

	Corn			Wheat.		
	By lake and Canal	By lake and rail.	By all rail.	By lake and Canal.	By lake and rail.	By all rail.
1858	·127		·3619	·1550		·3851
1859	·1570		·3248	·1663		·3480
1860	*a* ·0833		·3248	*a* ·095		·3480
1861	*a* ·1062		·3881	*a* ·1210		·4158
1862	*a* ·0957		·4480	*a* ·1062		·4800
1863	*a* ·063		·4592	*a* ·072		·4920
1864	*a* ·09		·5600	*a* ·0952		·60
1865	*a* ·0864		·4188	*a* ·0894		·4488
1866	*a* ·1075		·4312	*a* ·1377		·4620
1867	*a* ·0511		·4176	*a* ·08		·4475
1868	*a* ·0604		·3532	*a* ·0802		·3784
1869	*a* ·0584	·2355	·3320	*a* ·0651	·2520	·3557
1870	*a* ·16	·2220	·28	*a* ·0677	·2250	·30
1871	*a* ·0754	·2372	·2968	*a* ·0687	·2542	·3180
1872	*a* ·1072	·2660	·3266	*a* ·1110	·2950	·3499
1873	*a* ·0816	·2298	·2893	*a* ·0917	·2461	·3102
1874	*a* ·0382	·1388	·2450	*a* ·0400	·1709	·2625
1875	*a* ·034	·1303	·2240	*a* ·0378	·1389	·2400
1876	*b* ·0875	·1079	·1574	*b* ·0982	·1136	·1686
1877	*b* ·0959	·1406	·1890	*b* ·1109	·1546	·2050
1878	*b* ·0883	·1053	·1652	*b* ·0996	·1209	·1770
1879	*b* ·1049	·1220	·1456	*b* ·1187	·1313	·1774
1880	*b* ·1341	·1443	·1748	*b* ·1313	·1580	·1980
1881	*b* ·0777	·0942	·1340	*b* ·0867	·1049	·1440
1882	*b* ·0672	·1028	·1350	*b* ·0723	·1091	·1447
1883	*b* ·0803	·11	·1512	*b* ·0901	·1163	·1620
1884	*b* ·0655	·085	·1232	*b* ·07	·10	·1320
1885	*b* ·063	·0801	·1232	*b* ·0654	·0902	·1320
1886	*b* ·0845	·1120	·14	*b* ·0910	·12	·1500
1887	*b* ·0850	·1120	·1470	*b* ·0950	·12	·1575
1888	*b* ·0671	·1026	·1354	*b* ·0705	·1114	·1450
1889	*b* ·0632	·0819	·126	*b* ·0692	·0897	·1500
1890	*b* ·0593	·0732	·1136	*b* ·0676	·0852	·1430
1891	*b* ·0632	·0753	·1400	*b* ·0695	·0857	·1500
1892	*b* ·0595	·0721	·1296	*b* ·0645	·0759	·1380
1893	*b* ·0718	·0797	·1365	*b* ·0766	·0848	·1463

a To Buffalo only. *b* Including charges and tolls.

ANNUAL average through Freight Rates on Grain, Flour and Provisions (per 100 lbs.), from Chicago to European Ports, by all Rail to Sea-board and thence by Steamers, from 1880 to 1893.

(Prepared by Secretary of the Board of Trade, Chicago.)

Shipped to	Articles.	1893.	1892.	1891.	1890.	1889.	1888.	1887.	1886.	1885.	1884.	1883.	1881.	1880.
		$	$	$	$	$	$	$	$	$	$	$	$	$
Liverpool	Grain	·3410	·3287	·4075	·3187	·3958	·3490	·3487	·3672	·2943	·4428	·3647	·3718	·4922
do	Sacked flour	·3513	·3625	·4187	·3625	·4162	·3371	·3491	·3420	·2887	·2982	·4030	·3499	·5423
do	Provisions	·4547	·4575	·5531	·5109	·5746	·3747	·4073	·4415	·3508	·4674	·5183	·4670	·6871
Glasgow	Grain	·3585	·3550	·4425	·3550	·4075	·3605	·3705	·3910	·3228	·2641		·3932	
do	Sacked flour	·3625	·3906	·4469	·4198	·4425	·3579	·3968	·3951	·3443	·2811		·4400	·5651
do	Provisions	·4828	·4969	·5953	·5833	·6142	·4658	·4855	·5329	·4086	·4789		·5361	·6732
London	Grain	·3760	·3462	·4250	·3550		·3802	·3945	·4086	·2921	·2783		·3620	
do	Sacked flour	·3794	·3681	·4328	·4047	·4510	·3776	·3784	·4021	·3171	·3825		·4276	
do	Provisions	·4828	·4688	·5953	·5813	·6196	·4570	·4781	·5471	·4046	·4891		·5550	
Antwerp	do	·4828	·5025	·5250	·4688	·6094	·4472	·4961	·5219	·4327	·5373	·6295	·5708	·7385
Hamburg	do	·5250	·5000	·5500	·5250	·6262	·5426	·5229	·5154	·3842	·5434	·6279	·5471	
Amsterdam	do	·5000	·5500	·6000	·5000	·6500	·5426	·5525	·5562	·4383	·5434	·6683		
Rotterdam	do	·5000	·5500	·6000	·5000	·6500	·5426	·5508	·5562	·4383	·4354	·6683		
Copenhagen	do	·5531	·6094	·6375	·5813	·6492	·5483	·5508	·5169	·4951	·5434	·7158		
Stockholm	do	·6656	·7219	·6938	·6094	·7500	·6671	·5865	·5543	·5468	·5908	·8255		
Stettin	do	·5531	·6094	·6375	·6813	·6492	·5483	·5508	·5833	·5210	·5422	·7420		
Bordeaux	do	·6000	·6200	·7500	·6650	·7491	·5821	·6021	·5708	·5066	·5603	·6432		

TOTAL Values of Merchandise received from British North America for Immediate Transit across United States Territory, for Immediate Transhipment in Ports of the United States to British North America, and so shipped, during each year from 1873 to 1893, inclusive.

YEAR ENDING 30TH.	COUNTRIES FROM WHICH RECEIVED.					COUNTRIES TO WHICH SHIPPED.				
	British North America.					British North America.				
	Nova Scotia, New Brunswick, and Prince Edward Island.	Quebec, Ontario, Manitoba and the North-west Territories.	British Columbia.	Newfoundland and Labrador.	Total.	Nova Scotia, New Brunswick, and Prince Edward Island.	Quebec, Ontario, Manitoba and the North-west Territories.	British Columbia.	Newfoundland and Labrador.	Total.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1873	495,289	12,894,164	5,240		13,394,693	5,282,290	21,320,174	181,720		26,784,184
1874	449,655	13,616,344	97,691		14,163,690	7,150,036	19,843,169	317,534		27,310,739
1875	443,570	17,342 933	256,074		18,042,577	8,999,596	20,283,639	517,060		29,800,295
1876	261,443	22,134,275	195,047	1,137	22,591,902	9,102,600	14,658,358	658,836	94	24,419,888
1877	160,658	12,092,619	218,418		12,471,695	2,879,422	15,551,238	544,018	2,475	18,977,153
1878	163,978	11,627,114	412,966		12,204,058	951,268	11,436,470	524,013	934	12,912,685
1879	194,129	11,606,832	280,079	55	12,081,095	889,539	11,520,877	476,824	2,347	12,889,587
1880	215,131	16,782,315	137,271		17,134,717	1,643,716	14,866,663	531,436	288	17,042,103
1881	171,383	16,758,108	72,555		17,002,046	1,778,836	20,857,827	719,268	333	23,356,264
1882	164,990	28,265,083	113,018	87	28,543,178	2,732,665	34,005,845	855,784	1,190	37,595,484
1883	561,791	29,204,031	36,973	25	29,802,820	2,455,557	35,878,389	971,307	7,335	39,312,568
1884	656,233	12,574,953	188,041		13,419,227	1,740,900	19,717,466	1,475,833	5,186	22,939,385
1885	933,806	12,280,483	308,691	633	13,523,613	1,635,442	16,448,942	1,615,293	781	19,700,458
1886	1,165,973	9,303,864	359,104	32,079	10,861,020	2,040,298	16,369,429	1,825,178	6,174	20,241,079
1887	1,684,730	9,606,175	213,816		11,504,721	1,621,748	19,930,296	635,841	70	22,187,955
1888	1,525,048	6,417,701	372,934	27,134	8,542,817	1,781,028	13,459,169	370,322	1,137	13,611,656
1889	2,596,233	8,355,178	294,859	89,853	11,336,123	2,484,787	18,993,957	665,527	2,704	22,146,975
1890	3,070,657	12,449,772	306,897	174,584	16,001,910	5,277,210	21,140,198	913,106	4,690	27,335,204
1891	3,859,079	15,310,945	422,806	187,640	19,780,470	5,605,614	21,695,992	547,144	34,273	27,883,023
1892	4,393,062	19,005,704	201,373	328,116	23,928,255	2,079,783	24,189,181	428,188	6,962	26,704,114
1893	1,009,597	16,404,425	89,565	381,986	17,885,573	2,052,357	20,232,400	409,055	26,289	22,720,111

TOTAL VALUES of Merchandise Received from the Principal and other Foreign Countries for Immediate Transit across United States Territory or for Immediate Transhipment in Ports of the United States to other Foreign Countries, and so Shipped, for each Year from 1868 to 1893, inclusive.

Year ending June 30.	Countries from which Received.						Countries to which Shipped.						Total Value of Merchandise Received and Shipped.
	Great Britain and Ireland.	Germany.	British North American Possessions.	Mexico.	Cuba.	Other Countries.	Great Britain and Ireland.	Germany.	British North American Possessions.	Mexico.	Cuba.	Other Countries.	
	$	$	$	$	$	$	$	$	$	$	$	$	$
1868....	10,664,576	132,074	4,864,209	14,967	4,263,621	1,576,157	2,025,023	3,212,123	14,375,419	481,643	116,521	1,304,875	21,516,604
1869....	10,891,698	150,382	5,852,678	60,715	2,373,474	1,767,037	2,693,525	1,547,602	15,033,821	448,300	72,875	1,299,861	21,095,984
1870....	10,210,455	302,806	7,215,973	103,977	3,309,227	2,049,422	2,946,053	2,116,249	16,689,037	321,331	135,915	983,275	23,191,860
1871....	13,473,915	322,110	7,954,060	344,179	1,367,573	1,913,200	4,031,319	1,033,307	18,406,475	346,872	345,224	1,211,840	25,375,037
1872....	17,633,231	227,232	9,276,169	174,104	2,227,422	1,847,162	2,743,494	2,263,819	24,042,790	358,151	179,570	1,797,496	31,385,320
1873....	19,144,815	250,704	13,394,693	286,607	5,737,904	1,284,462	5,144,175	5,622,325	26,784,184	235,113	319,771	1,993,617	40,099,185
1874....	18,832,900	211,907	14,163,690	151,920	4,563,869	926,390	5,391,201	3,866,642	27,310,739	665,214	520,493	1,096,387	38,850,676
1875....	18,657,276	325,648	18,042,577	115,527	1,759,308	1,785,947	7,229,912	1,495,285	29,860,295	1,155,004	248,358	757,429	40,686,283
1876....	14,304,197	290,489	22,591,902	226,315	2,962,963	1,686,789	11,791,200	2,958,558	24,419,888	1,129,440	600,061	1,163,508	42,062,655
1877....	13,732,085	337,897	12,471,695	158,852	1,095,451	1,460,793	7,758,501	1,106,298	18,977,153	329,577	306,311	776,933	29,256,773
1878....	10,084,510	376,768	12,204,058	146,822	3,041,957	1,481,033	9,577,050	2,906,230	12,912,685	316,664	319,611	1,305,908	27,337,148
1879....	8,795,340	521,917	12,081,095	222,320	1,954,042	1,521,153	8,175,951	2,252,572	12,889,587	330,968	174,757	1,272,032	25,095,867
1880....	10,311,139	620,704	17,134,747	239,655	3,606,099	1,942,405	10,856,579	3,658,477	17,042,103	300,148	224,848	1,775,594	33,857,749
1881....	14,898,052	721,344	17,002,046	217,444	2,642,550	2,222,122	9,122,079	2,729,246	23,356,264	671,008	177,340	1,648,121	37,704,048
1882....	18,911,637	755,560	28,543,178	380,100	5,662,926	3,812,058	11,592,806	5,336,361	37,595,484	800,025	319,257	2,421,526	58,065,459
1883....	20,242,222	1,149,195	29,802,820	281,309	3,126,069	4,276,712	11,089,865	2,758,994	39,312,568	2,282,473	352,552	3,081,875	58,878,327
1884....	14,038,694	948,901	13,419,227	408,124	3,655,568	4,345,878	5,288,389	2,960,488	22,939,385	2,748,434	221,061	2,656,635	36,814,392
1885....	11,064,186	1,140,548	13,523,613	308,293	4,853,354	3,545,544	7,235,519	3,771,524	19,700,458	1,262,515	119,376	2,346,146	34,435,538
1886....	13,142,644	1,462,414	10,861,020	216,078	6,797,879	4,558,229	8,510,097	3,803,566	20,241,079	1,279,399	452,700	2,751,423	37,038,264
1887....	17,977,200	1,670,952	11,504,721	111,635	6,780,853	4,720,760	10,052,219	4,353,992	22,187,955	2,002,476	608,121	3,561,358	42,766,121
1888....	13,707,240	1,817,511	8,342,817	120,497	4,820,846	4,534,298	6,853,195	2,551,043	15,611,656	3,766,180	563,539	3,997,596	33,343,209
1889....	19,080,647	2,582,456	11,336,123	296,654	9,054,736	5,052,610	9,233,659	4,581,064	22,146,975	4,781,110	892,158	5,768,287	47,403,253
1890....	20,664,427	2,735,546	16,002,384	639,050	9,759,256	5,898,763	10,656,465	5,097,434	27,335,678	4,944,149	1,215,399	6,450,301	55,699,426
1891....	20,879,851	2,819,238	19,780,470	565,338	6,977,901	6,475,119	11,968,808	3,640,940	27,883,023	5,052,318	966,851	7,985,977	57,497,917
1892....	21,334,783	2,930,571	23,928,255	1,383,455	11,054,445	8,936,228	20,141,862	6,995,419	26,704,114	4,953,911	1,472,980	9,299,451	69,567,737
1893....	20,387,339	3,466,885	17,885,573	1,652,200	10,131,171	14,426,669	18,511,287	7,986,637	22,720,111	4,607,549	2,034,761	12,089,492	67,949,837

FOREIGN CARRYING TRADE.

VALUE of the Imports and Exports of the United States carried respectively in cars and other land vehicles, in American vessels and in foreign vessels during each Fiscal Year, from 1857 to 1893, inclusive, with the percentage carried in American vessels (coin and bullion are included from 1857 to 1879, inclusive,) as method of transportation of specie and merchandise cannot be separately stated.

Year ending June 30.	IMPORTS.			EXPORTS.			TOTAL IMPORTS AND EXPORTS.				Percentage carried in American vessels.
	In cars and other land vehicles	In American vessels.	In Foreign vessels.	In cars and other land vehicles	In American vessels.	In Foreign vessels.	In cars and other land vehicles	In American vessels.	In Foreign vessels.	Total.	
	$	$	$	$	$	$	$	$	$	$	
1857		259,116,170	101,773,971		251,214,857	111,745,825		510,331,027	213,519,796	723,850,823	70·5
1858		203,700,016	78,913,134		243,491,288	81,153,133		447,191,304	160,066,267	607,257,571	73·7
1859		216,123,428	122,644,702		249,617,953	107,171,509		465,741,381	229,816,211	695,557,592	66·9
1860		228,164,855	134,001,399		279,082,902	121,039,394		507,247,757	255,040,793	762,288,550	66·5
1861		201,544,055	134,106,098		179,972,733	69,372,180		381,516,788	203,478,278	584,995,066	65·2
1862		92,274,100	113,497,629		125,421,318	104,517,667		217,695,418	218,015,296	435,710,714	50·0
1863		109,744,580	143,175,340		132,127,891	199,880,691		241,872,471	343,056,031	584,928,502	41·4
1864		81,212,077	248,350,818		102,849,409	237,442,730		184,061,486	485,793,548	669,855,034	27·5
1865		74,385,116	174,170,336		93,017,756	262,839,588		167,402,872	437,010,124	604,412,996	27·7
1866		112,040,395	333,471,763		213,671,466	351,754,928		325,711,861	685,226,691	1,010,938,552	32·2
1867		117,209,536	300,622,035		180,625,368	280,708,368		297,834,904	581,330,403	879,165,307	33·9
1868		122,965,225	248,659,583		175,106,348	301,886,491		297,981,573	550,546,074	848,527,647	35·1
1869		136,802,024	300,512,231		153,154,748	285,979,781		289,956,772	586,492,012	876,448,784	33·1
1870		153,237,077	309,140,510		199,732,324	329,786,978		352,969,401	638,927,488	991,896,889	35·6
1871	15,187,354	163,285,710	363,020,644	7,798,156	190,378,462	392,801,932	22,985,510	353,664,172	755,822,576	1,132,472,258	31·2
1872	17,635,681	177,286,302	445,416,783	10,015,089	168,044,799	393,929,579	27,650,770	345,341,101	839,346,362	1,212,328,233	28·5
1873	17,070,548	174,739,834	471,806,765	10,799,430	171,566,758	494,915,886	27,869,978	346,306,592	966,723,651	1,340,899,221	25·8
1874	14,513,335	176,027,778	405,320,135	8,509,205	174,424,216	533,885,971	23,022,540	350,451,994	939,206,106	1,312,680,640	26·7
1875	13,083,859	157,872,726	382,949,568	7,304,356	156,385,066	501,838,949	20,388,235	314,257,792	884,788,517	1,119,434,544	25·8
1876	12,148,667	143,389,704	321,139,500	6,324,487	167,686,467	492,215,487	18,473,154	311,076,171	813,354,987	1,142,904,312	27·2
1877	10,697,640	151,834,067	329,565,833	6,767,170	164,826,214	530,354,703	17,464,810	316,660,281	859,920,536	1,194,045,627	26·5
1878	12,965,999	146,499,282	307,407,565	7,511,365	166,551,624	569,583,564	20,477,364	313,050,906	876,991,129	1,210,519,399	25·9
1879	11,983,823	143,590,353	310,499,599	7,439,862	128,425,339	600,769,633	19,423,685	272,015,692	911,269,232	1,202,708,609	22·6
1880	15,142,465	149,317,368	503,494,913	5,838,928	109,029,209	720,770,521	20,981,393	258,346,577	1,224,265,434	1,503,593,404	17·18
1881	17,193,213	133,631,146	491,840,269	8,259,308	116,955,324	777,162,714	25,452,521	250,586,470	1,269,002,983	1,545,041,974	16·22
1882	22,854,946	130,266,826	571,517,802	12,118,371	96,962,919	641,460,967	34,973,317	227,229,745	1,212,978,769	1,475,181,831	15·40
1883	23,003,048	136,002,290	564,175,576	25,089,844	104,418,210	694,331,348	48,092,892	240,420,500	1,258,506,024	1,547,020,316	15·54
1884	20,140,294	135,046,207	512,511,192	26,573,774	98,652,828	615,287,007	46,714,068	233,699,035	1,127,798,199	1,408,211,302	16·60
1885	21,149,476	112,864,052	443,513,801	24,183,299	82,001,691	636,004,765	45,332,775	194,865,743	1,079,518,566	1,319,717,084	14·76
1886	24,555,683	118,942,817	491,937,636	19,144,667	78,406,680	581,973,477	43,700,350	197,349,503	1,073,911,113	1,314,960,966	15·01
1887	27,562,059	121,365,493	543,392,216	21,389,666	72,991,253	621,802,292	48,951,725	194,356,746	1,165,194,508	1,408,502,979	13·80

1888	32,209,459	123,525,298	568,222,357	22,147,368	67,332,175	606,474,964	54,356,827	190,857,473	1,174,697,321	1,419,911,621	13·44
1889	38,227,861	120,782,910	586,120,881	28,436,517	83,022,198	630,942,660	66,664,378	203,805,108	1,217,063,541	1,487,533,027	13·70
1890	40,621,361	124,948,948	623,740,100	32,949,902	77,502,138	747,376,644	73,576,263	202,451,086	1,371,116,744	1,647,139,093	12·29
1891	40,932,755	127,471,678	676,511,763	31,923,439	78,968,047	773,589,324	72,856,194	206,439,725	1,450,101,087	1,729,397,006	11·94
1892	39,726,595	139,139,891	648,535,976	33,220,629	81,033,844	916,023,675	72,947,224	220,173,735	1,564,559,651	1,857,680,610	11·85
1893	44,121,094	127,095,434	695,184,394	43,862,947	70,670,073	733,132,174	87,984,041	197,765,507	1,428,316,568	1,626,082,075	12·2

NOTES.—1. The amounts carried in cars and other land vehicles, were not separately stated prior to July 1, 1870. 2. Exports are stated in mixed gold and currency values from 1862 to 1879, inclusive.

STATEMENT showing the Total Values of Foreign Merchandise transported in the In Transit and Transhipment Trade of the United States with the British North American Possessions during each year from 1871 to 1890.

Year ending 30th June.	Received for transit and transhipment from British North American Possessions.			Shipped in transit to or transhipment for British North American Possessions.		
	By Land.	By Water.	Total.	By Land.	By Water.	Total.
	$	$	$	$	$	$
1871	6,035,585	1,918,475	7,954,060	15,624,591	2,781,884	18,406,475
1872	8,237,859	1,038,310	9,276,169	19,357,342	4,685,448	24,042,790
1873	11,700,787	1,693,906	13,394,693	20,178,666	6,605,518	26,784,184
1874	12,695,590	1,468,100	14,163,690	20,572 299	6,938,430	27,510,739
1875	16,890,022	1,152,555	18,042,577	23,794,129	6,006,166	29,800,295
1876	21,301,262	1,290,640	22,591,902	19,369,958	5,049,930	24,419,888
1877	10,835,642	1,636,053	12,471,695	17,066,855	1,910,298	18,977,153
1878	10,314,534	1,889,524	12,204,058	11,914,321	998,364	12,912,685
1879	10,098,998	1,982,097	12,081,095	12,030,635	858,952	12,889,587
1880	15,265,177	1,869,570	17,134,747	16,388,673	653,430	17,042,003
1881	15,200,967	1,801,079	17,002,046	22,828,270	527,994	23,356,264
1882	24,665,029	3,878,149	28,543,178	36,613,465	982,019	37,595,484
1883	26,382,370	3,420,450	29,802,820	38,389,318	923,250	39,312,568
1884	13,043,498	375,729	13,419,227	22,120,587	818,798	22,939,385
1885	12,755,686	767,927	13,523,613	19,105,476	594,982	19,700,458
1886	9,593,344	1,267,676	10,861,020	19,428,867	812,212	20,241,079
1887	9,377,041	2,127,680	11,504,721	20,178,365	2,009,590	22,187,955
1888	6,309,024	2,033,793	8,342,817	13,347,876	2,063,780	15,611,656
1889	8,303,171	3,032,952	11,336,123	19,299,966	2,849,263	22,149,229
1890	13,524,298	2,477,612	16,001,910	24,788,152	2,547,052	27,335,201

NOTE.—This movement forms no part of the import and export trade.

STATEMENT showing the kinds and weights of commodities, the produce and manufacture of the United States, exported from the United States through British Columbia, via the Canadian Pacific Railway, to China and Japan, during the year ending 30th June, 1893.

(From reports furnished by the Canadian Pacific Railway to Treasury Department, Washington, U.S.)

Articles.	FRONTIER PORTS FROM WHICH EXPORTED.				Total.
	Neche, N. Dakota.	Detroit, Mich.	Ogdensburg, N.Y.	Richford, Vt.	
	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.
Books and stationery		840	22,982	500	24,322
Canned goods			846,438	3,000	849,438
Clocks			9,840		9,840
Cotton goods			5,705,807	946,221	6,652,028
Dry goods				28,362	28,362
Ginseg			32,589		32,589
Household goods	2,370			360	2,730
Hoofs	244,904				244,904
Iron			96,300		96,300
Iron pipe			70,000		70,000
Machinery	17,180		149,843	36,216	203,239
Miscellaneous	10,208		53,532	9,769	73,509
Total	274,662	840	6,987,331	1,024,428	8,287,261

STATEMENT of the kinds and weights of commodities imported into the United States through British Columbia via the Canadian Pacific Railway from China and Japan during the year ending June 30th, 1893.

(From reports furnished by the Canadian Pacific Railway to Treasury Department Washington, U.S.)

Articles.	Frontier ports into which imported.						Total.
	Neche, N. Dakota	Detroit, Mich.	Buffalo, N.Y.	Ogdensburg, N.Y.	Richford, Vt.	Little Dalles.	
	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.
Asiatic merchandise	168,293			836,656	61,833		1,066,782
Curios	130,447			694,020	1,450		825,917
Exhibits	925,048						925,048
Household goods	934						934
Rice	738,060			226,800	50,580		1,015,440
Silk	10,432			1,276,591	3,652		1,290,675
Skins	59,643			73,696			133,339
Sugar							610,375
Tea	7,514,908	668,649	50,870	4,579,940	61,735	610,375	12,876,102
Wool				18,748			18,748
Miscellaneous	32,523			82,761			115,284
Total	9,580,288	668,649	50,870	7,789,212	179,250	610,375	18,878,644

STATEMENT showing the Quantities and Values of Domestic Merchandise shipped from San Francisco, Cal., via British Columbia, per Canadian Pacific Railway, to eastern Ports of the United States, during the year ending June 30, 1893.

Eastern Ports to which shipped.	Flannels and Blankets.	Fruits Canned.	Hair and manufactures of.	Hides and Skins.	Leather Split.	Salmon.			Wool, raw.		Total.
						Canned.		Other.			
	$	$	$	$	$	Lbs.	$	$	Lbs.	$	$
Boston, Mass					1,060				947,622	298,508	299,568
Chicago, Ill	8,300										8,300
DesMoines, Iowa	1,127										1,127
Duluth, Minn		5,250									5,250
Gloversville, N.Y					321						321
Grand Forks, N. Dak		1,300									1,300
Greenfield, Ohio			451	578							1,029
Hartford, Conn									107,475	46,286	46,286
Middletown, Conn								560			560
New York, N.Y			217		3,880				77,063	15,214	19,311
Portland, Maine				2,620		20,400	1,200				3,820
Providence, R.I						7,000	700				700
St. Paul, Minn						23,800	1,400				1,400
Syracuse, N.Y					11,836						11,836
Totals	9,427	6,550	668	3,198	17,097	51,200	3,300	560	1,132,160	360,008	400,808

TABLE showing the Tonnage of the undermentioned Articles, moved on

YEARS.	VEGETABLE FOOD.						
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Vegetable Food.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869.....	71,051	670,534	256,475	99,012	92,309	13,489	99,743
1870.....	54,978	658,524	193,129	123,191	117,941	19,520	127,727
1871.....	41,211	748,549	672,057	113,992	129,891	34,563	109,935
1872.....	20,534	403,903	902,753	120,061	92,959	13,357	120,753
1873.....	19,307	803,064	637,296	70,586	70,023	30,160	114,735
1874.....	29,134	772,163	519,203	98,654	59,408	8,215	280,821
1875.....	17,635	744,293	282,031	104,475	62,717	8,309	86,090
1876.....	9,290	416,376	365,254	96,494	52,147	19,949	104,783
1877.....	8,923	448,043	723,458	139,453	66,045	35,948	77,114
1878.....	5,904	844,555	734,993	89,534	85,029	64,613	88,106
1879.....	7,164	949,466	621,180	96,144	23,164	59,210	77,071
1880.....	8,266	966,052	1,156,619	106,247	20,893	26,340	86,673
1881.....	6,926	444,832	475,823	81,587	30,321	15,484	61,588
1882.....	9,372	642,215	251,687	96,650	22,180	43,372	53,300
1883.....	9,047	573,740	522,978	58,787	51,607	95,246	67,595
1884.....	7,251	790,409	198,216	65,008	52,696	71,462	51,944
1885.....	6,869	565,922	359,982	64,587	8,234	10,211	47,505
1886.....	9,005	993,129	354,765	62,854	7,278	3,073	59,782
1887.....	4,089	936,840	446,617	75,458	35,365	6,717	47,678
1888.....	3,287	491,419	499,218	41,100	70,315	12,532	49,087
1889.....	4,429	484,141	592,550	66,110	63,674	36,329	49,663
1890.....	3,489	353,738	616,702	90,754	48,438	21,657	33,123
1891.....	3,126	756,101	142,141	71,903	16,362	68,771	33,951
1892.....	4,879	620,768	150,269	51,596	72,444	4,236	33,807
1893.....	2,367	1,093,927	252,283	49,651	24,714	6,518	23,103

all Canals in the State of New York, during a series of Twenty-four Years.

	Heavy Goods.					
Total.	Railway Iron.	Other Iron.	Salt.	Coal.	Ores.	Total.
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1,302,613	137,677	79,652	263,333	1,324,408	183,992	1,989,062
1,295,010	135,930	89,708	266,740	1,558,185	238,802	2,289,365
1,850,198	178,269	100,310	248,709	1,194,037	289,952	2,011,277
1,674,320	161,667	96,996	248,558	1,462,590	377,592	2,347,403
1,745,171	53,363	62,581	216,706	1,625,859	415,968	2,374,477
1,767,598	24,511	82,955	173,590	1,413,162	232,544	1,926,762
1,305,550	36,603	95,305	186,785	1,217,091	283,219	1,819,003
1,064,293	11,691	69,450	114,070	1,036,698	173,530	1,405,439
1,498,984	10,341	58,828	156,918	1,286,881	250,573	1,763,541
1,912,734	8,385	65,642	139,927	889,873	210,078	1,313,905
1,833,399	27,634	99,568	136,021	971,074	314,411	1,548,708
2,371,090	93,613	139,993	144,487	959,342	370,884	1,709,319
1,116,561	78,650	205,005	113,756	1,092,003	337,873	1,827,287
1,118,776	58,921	122,786	108,040	1,228,435	364,361	1,882,543
1,379,000	46,553	47,412	190,392	1,152,849	293,892	1,731,098
1,236,986	28,513	54,471	161,788	954,288	210,610	1,400,670
1,063,310	12,215	38,726	161,272	1,025,941	195,750	1,433,904
1,489,886	10,878	152,030	112,002	857,884	269,914	1,402,708
1,552,764	21,368	224,979	124,054	905,424	243,578	1,539,403
1,166,958	2,596	43,881	106,344	1,219,680	259,269	1,631,770
1,296,896	3,278	78,135	112,100	1,094,897	234,948	1,523,358
1,167,901	5,800	26,804	93,181	830,154	202,072	1,157,291
1,092,355	1,960	36,770	81,232	881,502	215,686	1,217,150
937,999	524	40,073	93,216	832,397	136,612	1,102,822
1,452,563	536	27,797	52,094	741,934	102,275	924,636

TABLE showing the Tonnage of the undermentioned Articles, moved through

YEAR.	VEGETABLE FOOD.						
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles. †
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869*.....	45,674	313,825	120,599	20,951		904	1,937
1872.....	26,651	239,998	254,902	6,035	7,752	64	2,745
1873.....	30,665	355,847	180,169	8,225	1,194	3	3,777
1874.....	24,019	413,212	181,151	18,871	5,954	513	8,677
1875.....	13,964	253,835	103,749	35,751	3,383	917	6,337
1876	15,778	201,906	144,501	18,455	24,496	1,454	3,198
1877.....	13,558	253,953	169,196	19,870	2,810	2,439	2,355
1878.....	9,121	191,982	185,931	10,979	3,088		2,302
1879.....	10,710	274,570	144,506	4,655	1,239	440	2,444
1880.....	12,679	242,020	163,738	17,772	477	1,016	1,489
1881.....	9,959	127,832	101,075	24,509		1,844	2,086
1882.....	12,261	215,056	54,799	20,126	611	3,226	403
1883.....	13,471	152,794	182,269	10,436	731	1,642	10,983
1884.....	13,683	144,851	118,811	7,155	10,746	1,320	9,168
1885.....	13,334	124,206	117,536	15,801	1,116		1,912
1886....	19,474	154,169	219,442	1,595	4,911	564	14,657
1887.....	23,949	221,927	114,938	9,574	12,050		12,533
1888.....	16,983	160,963	194,886	5,906	26,629	811	13,608
1889.....	7,931	126,664	353,595	4,272	28,356	2,673	18,552
1890.....	14,461	118,002	327,394	10,830	27,728	1,549	20,876
1891.....	13,517	198,658	185,180	8,113	52,959	65,888	28,042
1892.....	17,046	232,019	192,548	6,433	37,173	9,392	32,815
1893...	15,235	258,392	441,092	18,599	31,283	3,671	36,981

* Fiscal. † Apples, meal, all kinds, pease, potatoes.

the Welland Canal, during a series of Twenty-three Years ended 31st Dec., 1893.

	Heavy Goods.						
Total.	Railway Iron.	Other Iron.	Salt.	Iron and Salt having paid full Tolls on St. Lawrence Canals.	Coal.	Ores.	Total.
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
503,860	68,064	16,924	91,575	37,153	103,126	58,781	275,623
538,147	26,217	17,141	50,540	44,243	186,932	98,605	423,678
579,880	6,923	20,754	40,850	17,157	339,016	118,685	543,387
647,397	6,032	12,068	23,309	9,579	323,503	56,825	431,316
417,936	1,517	7,588	13,509	9,962	321,306	43,683	397,565
409,788	51	7,997	30,300	20,327	288,211	81,654	378,540
464,181	9,630	9,696	9,173	3,983	323,869	42,758	399,109
403,403	10	11,518	3,980	12,686	295,318	15,229	338,741
438,564	2,782	5,797	7,174	17,796	192,957	19,164	245,670
442,182	5,360	4,812	413	22,273	109,986	34,139	176,983
269,395	4,585	7,013	10	30,682	128,113	18,785	189,188
306,482		5,348	50	17,327	237,559	23,700	283,984
373,326	1,237	7,922	66	17,037	307,058	31,785	365,105
305,734	698	652	461	3,242	274,471	53,205	332,729
273,905	78	2,055	597	14,243	248,272	26,728	291,973
414,812	166	6,123	48	12,324	271,356	27,447	317,464
394,971	1,351	5,636		6,715	145,193	13,866	172,761
419,786	93	3,220	316	13,617	223,871	16,872	257,989
542,043	47	2,479	1,254	20,269	268,305	2,435	294,789
519,291		753	1,027	28,047	202,384	8,138	240,349
367,177	127	1,610	2,567	7,953	224,644	3,415	240,316
527,426	163	1,567	878	3,666	211,616	355	218,245
805,253	6	2,075	374	8,139	233,096		243,690

TABLE showing the Tonnage of the undermentioned Articles cleared at Buffalo and Tonawanda, for transit through the Erie Canal, for a series of twenty-four years.

VEGETABLE FOOD.

Year.	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles.	Total.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.		
1869	5,609	490,904	219,874	1,978	63,728	2,150	2,193	786,436		
1870	8,258	502,158	165,577	19,944	89,156	10,593	6,906	802,592	2·05	
1871	5,607	570,849	579,709	19,810	106,391	27,622	5,705	1,315,693	67·59	
1872		330,032	866,169	41,515	73,572	5,900	88	1,317,276	67·50	
1873	6	737,167	611,675	8,636	51,615	22,441	634	1,432,174	82·10	
1874		650,161	459,728	3,192	44,079	112	237	1,157,509	47·18	
1875	5,859	695,315	273,006	1,156	36,609	2,242	3,372	1,017,559	29·38	
1876	231	377,317	356,064	6,334	24,488	12,205	4,691	783,331		0·39
1877	1,710	398,416	709,723	26,351	52,559	27,365	4,976	1,223,100	55·52	
1878	987	775,953	718,714	21,665	69,256	51,064	6,662	1,644,301	109·08	
1879	1,239	892,404	602,171	7,193	14,537	40,471	7,528	1,565,543	99·07	
1880	2,743	897,603	131,857	434	16,154	12,137	4,256	2,065,184	162·06	
1881	1,491	386,605	458,318	86	24,751	107	7,484	878,842	11·75	
1882	1,123	586,019	241,406	1,858	9,046	19,158	6,216	864,826	9·96	
1883	538	535,150	517,219	6,816	47,190	79,010	6,051	1,191,974	51·06	
1884	520	767,784	194,368	4,910	47,060	57,856	4,411	1,078,909	37·18	
1885	323	540,533	356,737	3,317	5,610	6,405	5,427	918,352	14·36	
1886	488	955,851	351,272	6,799	5,180		4,001	1,353,591	72·11	
1887	334	914,152	438,069	15,207	32,907	4,612	44,693	1,449,984	85·64	
1888	534	469,965	494,110	6,589	68,922	10,997	1,717	1,052,834	33·87	
1889	845	457,922	579,526	16,380	61,175	34,167	5,160	1,155,175	46·88	
1890	195	329,531	498,641	58,563	45,202	16,903	4,362	953,397	21·23	
1891	1,071	733,967	137,679	43,779	14,803	66,278	2,594	1,000,171	27·18	
1892	2,485	611,177	141,506	37,570	70,363	3,997	3,472	870,570	10·69	
1893										

STATEMENT showing the shipments at Oswego during the same period.

VEGETABLE FOOD.

Year.	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles.	Total.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.		
1869	7,361	141,360	28,585	66,794	1,113	8,569	14,033	267,815		
1870	11,440	115,732	10,120	77,906	3,953	7,402	11,628	238,181		11·06
1871	10,043	123,173	70,218	72,675	1,806	6,250	13,259	297,424	11·05	
1872	4,773	57,865	27,148	62,172	684	6,751	10,425	169,818		36·59
1873	4,061	53,361	10,578	46,337	670	6,019	10,739	131,765		50·80
1874		108,288	46,127	77,007	1,103	7,053	3,747	243,325		9·14
1875	1,728	32,690	3,034	75,083	3,308	4,089	5,931	126,763		52·67
1876	967	21,890	1,324	63,336	117	5,703	6,638	99,975		62·67
1877	855	28,955	3,308	80,306	316	6,603	6,556	126,899		52·61
1878	1,394	24,171	1,383	50,381		10,598	5,222	93,149		65·21
1879	734	25,740	9,268	71,693		16,623	3,110	127,168		52·51
1880	951	17,466	15,656	82,743		12,593	5,996	135,410		49·43
1881	758	25,352	8,064	62,793	200	14,444	4,027	115,638		56·82
1882	813	20,274	4,401	70,862	416	22,265	7,773	126,804		52·65
1883	432	22,634	535	32,557		14,384	1,967	72,507		73·00
1884	404	5,932	413	48,391		12,173	2,819	70,132		73·43
1885	519	6,484	22	45,264		4,613	2,945	59,847		77·62
1886	737	9,579	154	42,261		1,671	4,814	59,216		77·88
1887	790	675	2	44,580		716	1,370	48,133		82·02
1888	384	2,206	168	6,237			2,196	11,191		95·82
1889	473	8,002	8,950	40,096	16	1,405	1,003	59,945		77·61
1890	545	10,378	10,408	26,639	8	4,635	2,356	54,969		79·47
1891	292	4,298	1,652	27,418		2,130	3,620	39,410		85·28
1892	273	4,806	5,657	5,283		199	2,340	18,558		93·07
1893	119	2,036	3,968	8,476		237	2,784	17,620		93·43

TABLE showing the Tonnage of the undermentioned Articles cleared downward on the Welland Canal, during a series of Twenty-three Years, ended 31st December, 1893.

VEGETABLE FOOD.

Year.	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869*	44,110	310,090	119,541	3,920		680	1,541	479,882
1872	26,648	231,056	254,534	,693	7,594	64	2,300	524,889
1873	30,660	345,720	180,042	2,643	1,188	3	3,557	563,813
1874	24,017	406,157	181,128	377	5,953		3,301	620,933
1875	13,930	248,555	103,477	813	3,383	500	4,304	374,962
1876	15,735	194,559	144,501	1,110	24,496	1,454	2,949	384,807
1877	13,588	248,894	169,185	10,216	2,810	2,405	1,833	448,931
1878	8,854	188,106	185,931	1,217	3,088		2,100	389,296
1879	10,588	271,545	114,276	803	1,196		2,387	430,795
1880	12,467	240,601	162,891		477		1,418	417,853
1881	9,655	121,393	103,075	252		6	1,371	235,752
1882	12,205	205,876	54,797	537		1,954	225	275,594
1883	13,256	146,741	182,143	975	731	518	10,971	355,335
1884	13,626	135,804	118,811	270	10,746	477	9,018	288,752
1885	13,322	114,090	117,536	618	1,116		1,628	248,310
1886	19,418	146,151	218,897		4,891		14,581	403,928
1887	23,940	210,755	114,938	1,711	12,050		12,149	375,543
1888	16,973	150,833	194,886	555	26,629	811	13,358	404,045
1889	7,922	120,498	353,595	197	28,356	1,918	18,273	530,759
1890	14,461	114,924	327,394	6,519	27,728	1,121	20,836	512,983
1891	13,517	196,326	185,177	8,113	52,959	65,071	27,895	549,058
1892	17,046	229,569	192,548	6,433	37,173	9,392	32,548	524,709
1893	15,232	257,203	441,092	18,461	31,283	3,671	36,981	803,923

* Fiscal.

TABLE showing the Tonnage of the undermentioned Articles passed through the Welland Canal in transit between Ports in the United States during a series of Twenty-three Years, ended 31st December, 1893.

Year.	Vegetable Food.								Heavy Goods.					
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles.	Total.	Railway Iron.	Other Iron.	Salt.	Coal.	Ores.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869	30,681	211,085	91,149	2,942		667	1,006	337,530	68,064	14,334	89,086	23,566	35,912	235,962
1872	10,482	124,695	89,761	1,391	7,409		608	234,337	24,040	13,239	49,843	95,741	59,401	242,264
1873	10,805	127,727	101,329	1,920	1,188	3	392	243,366	4,659	13,826	40,507	170,242	62,942	292,176
1874	8,230	229,053	125,627		5,948		5,368	374,226	5,742	8,941	22,888	203,673	19,651	260,895
1875	1,881	113,832	54,188	2,641	2,946	500	1,920	177,908	14	4,123	12,931	192,767	34,616	244,451
1876	5,187	96,247	58,138		1,905	525	403	162,405		5,531	29,395	167,110	25,808	227,844
1877	3,342	107,396	65,260	1,603	2,314	258	413	180,586	8,976	8,688	8,336	172,868	41,107	239,975
1878	1,316	65,542	60,026	859	277		341	128,361		10,713	3,892	150,583	13,535	178,723
1879	159	53,791	33,401		464		11	87,826	2,405	3,648	6,318	118,573	17,797	148,741
1880		30,611	16,122	1,551	296			48,580	4,743	3,515	371	65,945	18,380	92,954
1881		34,320	30,031	924			10	65,285	1,313	5,570		83,858	6,464	97,205
1882	107	30,227	32,433	537		684	14	64,002		4,076		158,552	14,533	177,161
1883	2,041	54,382	66,128	735	731		8,579	132,496	1,209	6,901	8	196,462	24,891	229,471
1884	1,715	40,956	53,707		9,874		8,170	114,422	698	599		210,790	15,100	227,187
1885	124	53,235	63,229	732	882		1	118,203		1,594		198,416	15,029	215,039
1886	7,591	53,258	94,048		4,790		13,201	172,888	156	5,328	1	189,964	11,364	206,813
1887	11,780	37,678	83,431	1,732	12,050		10,859	157,530	15	4,406		82,780	627	87,828
1888	8,563	39,999	102,974	2	26,510	179	11,598	189,825	63	1,601	56	173,259	2,309	177,288
1889	5,017	39,229	147,045		27,492		17,225	236,208		1,587	896	227,476	1,204	231,163
1890	9,204	31,527	180,842	6,519	27,030		20,497	275,619		504	208	162,231	1,620	164,563
1891	6,802	32,097	127,494	8,113	52,823		26,115	253,444		292	705	186,572	1,773	189,342
1892	11,018	26,950	131,222	6,433	36,935		31,992	244,550		576	2	183,895		184,473
1893	6,588	28,187	198,777	16,751	23,870	864	36,352	311,389		344		206,827		207,171

TABLE showing the Tonnage of Vegetable Food carried on each of the Lines of Canals and the two principal Railways, competing for the Carrying Trade between Lake Erie and Tidewater, for a series of Twenty-three Years, ended 31st December, 1893.

Year.	Total on New York Canals.	Total on Welland Canal.	Total on New York Central and Erie Railways.	Quantity cleared at Buffalo and Tonawanda by Erie Canal.	Quantity cleared at Oswego by Canal.	Quantity charged through the Welland Canal in transit between ports in the United States.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869*	1,302,613	503,860	1,087,809	786,436	267,815	337,530
1872	1,674,320	538,147	1,870,614	1,317,276	169,818	234,337
1873	1,745,171	579,880	2,036,992	1,432,174	131,765	243,366
1874	1,767,598	647,397	2,791,517	1,557,509	243,325	374,226
1875	1,305,550	417,936	2,343,241	1,017,559	126,763	177,908
1876	1,064,293	409,788	2,875,803	783,331	99,975	162,405
1877	1,408,984	464,181	2,493,683	1,223,100	126,899	180,586
1878	1,912,734	403,403	3,695,764	1.644,301	93,149	128,361
1879	1,833,399	438,564	4,353,617	1,565,543	127,168	87,826
1880	2,371,090	442,182	4,732,385	2,065,184	135,410	48,580
1881	1,116,561	269,395	4,983,722	878,842	115,638	65,285
1882	1,118,776	306,482	3,885,577	864,826	126,804	64,002
1883	1,379,000	372,236	4,422,461	1,191,974	72,507	132,496
1884	1,236,986	305,734	3,639,805	1,078,909	70,132	114,422
1885	1,063,310	273,905	4,105,594	918,352	59,847	118,203
1886	1,489,886	414,812	3,802,262	1,353,591	59,216	172,888
1887	1,552,764	394,971	3,847,766	1,449,984	48,133	157,530
1888	1,166,958	419,786	3,197,734	1,052,834	11,191	189,825
1889	1,296,896	542,043	3,654,984	1,155,175	59,945	236,208
1890	1,167,901	519,291	4,336,199	953,397	54,969	275,619
1891	1,092,355	367,177	3,565,381	1,000,171	39,410	253,444
1892	937,999	527,426	5,913,013	870,570	18,558	244,550
1893	1,452,563	805,250			17,620	311,389

STATEMENT showing the Quantity of Freight passed down the Welland Canal in Canadian and United States Vessels entering the Canal at Port Colborne during the Seasons of Navigations, in 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892 and 1893.

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	174	62,665	432	121,150	41	17,482	329	97,257	976	298,554
	Tons.		Tons.		Tons.		Tons.		Tons.	
1882.										
Wheat		60,535		46,201		5,203		87,213		199,152
Corn		7,431		6,075		3,468		38,360		55,334
Rye								1,954		1,954
Coal		1,673		51,127		112		27,968		80,880
Miscellaneous merchandise		2,939		3,744		1,553		2,605		10,841
Lumber Ft. B.M.		1,021,957		1,943,568		3,969,790		17,327,483		24,262,798
Timber Cub. ft.		125,960		2,847,066				13,500		3,013,526
Staves No.		59,600		1,065,233				104,000		1,228,833
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	180	68,850	468	130,844	111	68,609	417	127,616	1176	395,929
	Tons.		Tons.		Tons.		Tons.		Tons.	
1883.										
Wheat		32,761		29,385		5,928		76,715		144,789
Corn		25,651		21,073		36,146		99,272		182,142
Barley								735		735
Rye								518		518
Oats						731				731
Coal		8,398		48,329		835		40,388		97,950
Miscellaneous merchandise		5,238		3,590		13,195		2,299		24,322
Lumber Ft. B.M.		2,102,292		3,455,590		5,287,386		15,143,274		25,988,542
Timber Cub. ft.		83,700		3,514,944				70,500		3,669,144
Staves No.		32,876		1,038,349				90,000		1,161,225
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	173	68,250	285	73,057	99	67,637	364	97,794	921	306,738
	Tons.		Tons.		Tons.		Tons.		Tons.	
1884.										
Wheat		38,859		11,618		5,461		75,474		131,412
Corn		10,841		13,609		26,452		67,909		118,811
Barley		90								90
Rye		477								477
Oats		872				7,963		1,911		10,746
Coal		497		28,275		301		10,154		39,227
Shingles, firewood and woodenware		548		2,538		49		30		3,165
Miscellaneous merchandise		2,073		3,804		11,793		428		18,103
Lumber Ft. B.M.		3,393,351		1,680,976		8,987,558		18,126,215		32,188,100
Timber Cub. ft.		437,356		2,107,780				159,647		2,704,783
Staves No.				75,000		33,741		301,267		410,008

STATEMENT showing the Quantity of Freight passed down the Welland Canal in Canadian and United States Vessels, &c.—*Continued.*

ARTICLES.	CANADIAN VESSELS.		UNITED STATES VESSELS.		TOTAL.
	Steam.	Sail.	Steam.	Sail.	Steam and Sail
	No. Tonnage.	No. Tonnage.	No. Tonnage.	No. Tonnage.	No. Tonnage.
	199 67,461	347 80,828	81 35,613	350 106,873	977 290,775
	Tons.	Tons.	Tons.	Tons.	Tons.
1885.					
Wheat	26,025	3,153	6,882	72,478	108,538
Corn	16,046	2,462	20,589	78,439	117,536
Barley		228			228
Oats			217	665	882
Pease	11				11
Rye					
Coal	1,005	20,318		18,560	39,883
Miscellaneous merchandise	1,941	3,689	1,111	1,086	7,827
Shingles, woodenware, &c	223	9	53	58	343
Sawed lumber.....Ft. B.M.	7,725,105	8,681,081	9,381,654	20,935,270	46,723,110
Square timber Cub. ft.	601,516	2,849,526	20,692	113,682	3,585,416
Staves.....No.	104,000	44,000	83,500		231,500
Firewood.....Cords.		783			783
	No. Tonnage.	No. Tonnage.	No. Tonnage.	No. Tonnage.	No. Tonnage.
	261 95,928	426 123,297	118 86,937	358 108,344	1163 414,506
	Tons.	Tons.	Tons.	Tons.	Tons.
1886.					
Wheat	38,984	30,834	2,937	70,019	142,774
Corn	48,547	33,315	36,852	99,644	218,358
Barley				572	572
Oats	6	41	4,331	459	4,837
Pease	450	158			608
Rye					
Coal	4,007	45,018		11,647	60,672
Miscellaneous merchandise	2,936	6,728	23,687	281	33,622
Shingles, woodenware, &c	329		252	215	1,152
Sawed lumber.....Ft. B.M.	6,915,390	15,719,631	8,953,478	18,405,961	49,994,460
Square timber.....Cub. ft.	564,827	2,335,205		35,500	2,935,532
Staves.....No.	221,280	697,933			919,213
Firewood.....Cords.		390			390
	No. Tonnage.	No. Tonnage.	No. Tonnage.	No. Tonnage.	No. Tonnage.
	250 86,344	372 101,745	107 94,029	163 46,152	892 328,270
	Tons.	Tons.	Tons.	Tons.	Tons.
1887.					
Wheat	80,757	81,652	200	46,186	208,796
Corn	12,341	14,775	65,981	20,582	113,679
Barley			9	575	584
Oats		1,376	11,098	279	12,753
Pease		362			362
Rye					
Coal	1,436	25,165		2,108	28,709
Miscellaneous merchandise	2,179	4,609	24,395	415	31,598
Shingles, woodenware, &c	1,716	1,081	26		2,823
Sawed lumber.....Ft. B.M.	2,894,767	12,329,728	4,161,349	15,091,355	34,477,199
Square timber.....Cub. ft.	498,770	1,285,594			1,784,364
Staves.....No.		266,697			266,697
Firewood.....Cords.	299	466			765

I.—STATEMENT showing the Quantity of Freight passed down the Welland Canal in Canadian and United States Vessels, &c.—*Continued.*

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	242	86,838	339	93,450	114	104,505	219	60,500	914	345,293
	Tons.		Tons.		Tons.		Tons.		Tons.	
1888.										
Wheat		45,481		60,379		1,353		40,779		147,992
Corn		38,620		14,251		71,988		71,175		196,024
Barley										
Oats		672				24,967		1,311		26,950
Pease				54		57				111
Rye						71		632		703
Coal		1,603		20,064				4,208		25,897
Miscellaneous merchandise		2,165		3,291		22,719		3,722		31,875
Shingles, woodenware, &c.		66		84		141		6		297
Sawed lumber.....Ft. B.M.		5,262,700		11,977,905		4,451,360		12,539,672		34,230,637
Square timber.....Cub. ft.		687,728		1,555,307		19,000				2,262,035
Staves.....No.		106,972		211,436				34,000		352,408
Firewood Cords.		179		201						380
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	317	106,048	427	118,071	208	172,873	268	92,442	1220	489,434
	Tons.		Tons.		Tons.		Tons.		Tons.	
1889.										
Wheat		38,127		28,054		1,679		46.767		114,627
Corn		60,218		43,819		152,858		96,700		353,595
Barley										
Oats		320				25,347		2,145		27,812
Pease										
Rye		948		634		336				1,918
Coal		3,976		21,148		712		1,664		27,500
Miscellaneous merchandise		6,339		5,749		23,082		3,030		40,200
Shingles, woodenware, &c.				1				51		52
Sawed lumber.....Ft. B.M.		5,789,226		11,632,330		11,792,850		21,026,211		50,240,617
Square timber.....Cub. ft.		924,645		2,934,989						3,859,634
Staves.....No.		35,700		194,649						220,349
Firewood Cords.				46						46
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	342	110,056	443	117,400	202	204,542	142	50,622	1129	482,620
	Tons.		Tons.		Tons.		Tons.		Tons.	
1890.										
Wheat		43,308		35,633		7,514		32,239		118,694
Corn		63,095		51,439		172,756		40,104		327,394
Barley						3,304		3,215		6,519
Oats		479		73		27,030				27,582
Pease						14				14
Rye		1,121								1,121
Coal		1,049		21,732				615		23,396
Miscellaneous merchandise		3,146		5,683		32,194		2,510		43,533
Shingles, woodenware, &c.		15		1,266		8				1,289
Sawed lumber.....Ft B.M.		5,921,240		5,167,201		10,274,335		14,290,800		35,653,576
Square timber.....Cub. ft.		1,141,194		3,395,832						4,537,026
Staves.....No.		12,255		19,947						32,202
Firewood.....Cords.		15		566						581

I.—STATEMENT showing the Quantity of Freight passed down the Welland Canal in Canadian and United States Vessels, &c.—*Continued.*

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	256	107,575	173	68,061	241	241,317	130	50,063	800	467,016
	Tons.		Tons.		Tons.		Tons.		Tons.	
1891.										
Wheat		62,859		56,953		36,425		33,853		190,090
Corn		20,510		9,550		137,852		17,039		184,951
Barley						5,444		4,061		9,505
Oats						50.212		1,076		51,288
Pease		390								390
Rye		29,581		11,296		16,361		7,343		64,581
Coal		158		20,388				3,851		24,397
Miscellaneous merchandise		8,369		6,007		37,537		2,578		54,491
Shingles, woodenware, &c.								4		4
Sawed lumber.....Ft. B.M.		4,268,874		4,648,824		8,067,351		18,745,628		35,730,677
Square timber Cub. ft.		449,406		566,109						1,015,515
Staves.....No.		1,000								1,000
Firewood.....Cords.										
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	239	100,324	186	73,140	245	248,837	134	52,087	804	474,388
	Tons.		Tons.		Tons.		Tons.		Tons.	
1892.										
Wheat		74,578		54,764		60,364		36,898		226,604
Corn		17,477		7,369		146,080		21,631		192,548
Barley						3,995		2,438		6,433
Oats						36,935				36,935
Pease		524								524
Rye		5,066				3,718		608		9,392
Coal		775		13,350				1,365		15,490
Miscellaneous, merchandise		2,139		2,786		44,117				49,042
Shingles, woodenware, &c.		1				45		9		55
Sawed lumber.....Ft. B.M.		6,278,253		7,504,256		10,494,692		26,832,564		51,109,765
Square timber.....Cub. ft		754,213		1,421,260		2,601		1,310		2,179,384
Staves.....No.		46,800		32,838						79,638
Firewood.....Cords										

I.—STATEMENT showing the Quantity of Freight passed down the Welland Canal in Canadian and United States Vessels, entering the Canal at Port Colborne, during the Season of Navigation in 1893.

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	193	100,107	143	58,652	390	375,682	236	122,326	962	656,767
	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat		83,447		31,185		72,671		68,628		255,931
Corn		23,317		12,946		313,246		91,083		441,092
Barley		1,527		183		16,189		562		18,461
Oats		223				27,903		3,038		31,164
Pease										
Rye						3,216		455		3,671
Coal		638		13,580				5,849		20,067
Miscellaneous merchandise		6,179		286		44,976		1,647		53,088
Shingles, woodenware, &c				15		22				37
Sawed lumber Ft. B.M.		13,750,267		2,748,941		17,359,573		41,863,852		75,722,633
Square timber Cub. ft.		836,048		1,437,893		5,133				2,279,074
Staves No.				18,484						13,484
Firewood Cords.										

STATEMENT showing the Quantity of through Freight passed up the Welland Canal, in Canadian and United States Vessels, during the season of 1893.

ARTICLES.	Quantity carried in Canadian Vessels.			Quantity carried in United States Vessels.			Total in Canadian and United States Vessels.
	Steam.	Sail.	Total.	Steam.	Sail.	Total.	
Class 3.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Cement & Water Lime..	2,763		2,763	406		406	3,169
Fish.....	1		1	520		520	521
Iron, railway.....	3,796	2,786	6,582				6,582
do pig.....	25		25	90		90	115
do all other.....	816	184	1,000	152		152	1,152
Salt	997		997				997
Steel.....	426		426	267		267	693
All other articles.	54	138	192	1,163		1,163	1,355
Class 4.							
Crockery & earthenware.	111		111				111
Marble.....				2,152		2,152	2,152
Manilla.....				236		236	236
Nails	489		489				489
Paint	96		96	13		13	109
Pitch and tar.....	26		26				26
Sugar.	2,231		2,231	153		153	2,384
Tin.....	34		34				34
All other merchandise..	2,520		2,520	33,943		33,943	36,463
Class 5.							
Produce of wood.....	75		75	84		84	159
Special Class.							
Coal.....	4,687	2,993	7,680	142,174	63,175	205,349	213,029
Stone not suitable for cutting				1,352	2,801	4,153	4,153
Totals.....	19,147	6,101	25,248	182,705	65,976	248,681	273,929

WELLAND CANAL THROUGH FREIGHT.

RECAPITULATION.

WELLAND CANAL—WEST-BOUND FREIGHT.

The total quantity of through freight passed up the Welland Canal in Canadian and United States vessels during the season of navigation in 1893, is as follows:—

Summary.	Tons.	Tons.
In Canadian steam vessels	19,147	
do Sail do	6,101	
Total quantity in Canadian vessels		25,248
In United States vessels, steam	182,705	
do do sail	65,976	
Total in United States vessels		248,681
Grand total quantity of freight passed up the Welland Canal in Canadian and United States vessels		273,929

SUMMARY of the quantity of through freight passed on the Welland Canal during the season of Navigation in 1893.

Summary.	Tons.	Tons.
In Canadian steam vessels, up	19,147	
do do down	155,485	
Total in Canadian steam vessels		174,632
In Canadian sail vessels, up	6,101	
do do down	91,676	
Total in Canadian sail vessels		97,777
Total quantity in Canadian vessels		272,409
In United States steam vessels, up	182,705	
do do down	507,275	
Total quantity in United States steam vessels		689,980
In United States sail vessels, up	65,976	
do do down	241,065	
Total quantity in United States sail vessels		307,041
Total quantity in United States vessels		997,021
Total in Canadian and United States vessels		1,269,430
	East-bound.	West-bound.
In Canadian vessels	247,161	25,248
In United States vessels	748,340	248,681
Total	995,501	273,929

J.—STATEMENT of Large Class Vessels Lightened at Welland Railway Elevator at Port Colborne ; showing the Tonnage, Dimensions, Depth of Water and Cargoes passed through the Enlarged Welland Canal during the season of Navigation in 1893.

CANADIAN STEAM VESSELS.

Date of Arrival.	Names of Vessels.	Registered Tonnage.	Dimensions.			Depth of Water on Arrival.		Original Cargo to Canal.					Lighterage over Welland Railway.				Lighterage in Tons.			
			Length over all.	Width of beam.	Depth of hold.	Forward.	Aft.	Wheat.	Corn.	Rye.	Oats.	Rolling freight	Wheat.	Corn.	Rye.	Oats.	Wheat.	Corn.	Rye.	Oats.
1893.		Tons.	Ft.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Bush.	Bush.	Bush.	Bush.	Tons.	Bush.	Bush.	Bush.	Bush.	Tons.	Tons.	Tons.	Tons.
May 15	Algonquin.	1,172	245	40 0	21 0	14 5	13 9	66,274					1,402				43			
Nov. 27	Sir S. L. Tilley	769	178	35 0	14 9	13 9	13 11	39,958					3,850				115			
UNITED STATES STEAM VESSELS.																				
April 24	F. H. Prince	1,548	240	42 0	16 8	14 7	15 4		70,076			54		10,218				286		
do 25	Gov. Smith	1,547	240	42 0	16 8	14 9	15 2		71,002			44		10,202				286		
do 28	Jas. R. Langdon	1,550	240	42 0	16 8	13 4	15 0		31,191		25,526	591		3,495		6,353		98		108
do 28	A. G. Lindsay	732	198	37 0	20 0	15 3	15 5	56,000					10,374				311			
May 1	Argonaut	985	213	35 0	12 0	14 6	14 6		46,641					5,266				147		
do 2	W. A. Haskill	1,441	265	37 0	16 6	14 7	15 0		47,202			466		8,265				231		
do 8	Denver	1,029	222	37 0	19 0	15 9	15 9		65,338					14,970				419		
do 9	A. McVittie	1,553	240	42 0	16 8	14 6	14 1		47,888			394		2,303				64		
do 15	H. R. James	1,553	240	42 0	16 8	14 10	15 7		63,016			247		10,771				302		
do 16	W. J. Averill	1,425	265	36 6	16 5	14 8	14 8		56,138			171		7,286				204		
do 17	Gov. Smith	1,547	240	42 0	16 8	14 3	15 3		70,350					8,268				232		
do 27	Jas. R. Langdon	1,550	240	42 0	16 8	14 0	15 4		67,232			152		10,524				295		
do 30	H. R. James	1,553	240	42 0	16 8	14 10	15 2		43,693		15,235	313		3,080				86		
do 31	F. H. Prince	1,548	240	42 0	16 8	13 7	15 2		41,881		18,824	392		4,628				129		
June 3	W. J. Averill	1,425	265	36 6	16 5	14 1	14 3		35,650			630		2,540				71		
do 6	Gov. Smith	1,547	240	42 0	16 8	15 3	15 3		61,443			414		14,051				394		
do 6	A. McVittie	1,553	240	42 0	16 8	14 11	15 2		57,312			393		10,743				301		
do 11	W. A. Haskill	1,441	265	37 0	16 6	14 8	15 8		55,819			314		11,241				314		
do 14	Jas. R. Langdon	1,550	240	42 0	16 8	13 9	14 8		18,012		57,882	427		4,779		6,041		134		101
do 17	H. R. James	1,553	240	42 0	16 8	15 6	15 7		70,937			135		15,827				443		
do 18	Denver	1,029	222	37 0	19 0	15 10	15 9		65,482					14,085				411		
do 20	Gov. Smith	1,547	240	42 0	16 8	14 2	15 6		42,745		20,588	421		9,827				275		

do	24	Omaha	940	215	34	6	18	9	15	3	14	1		58,973					5,854				164		
do	27	A. McVittie	1,553	240	42	0	16	8	13	4	15	0	28,265	8,623				660	3,728			111			
do	27	Pueblo	1,054	225	36	0	19	0	15	10	15	7		66,263					13,482				378		
July	4	J. R. Langdon	1,550	240	42	0	16	8	13	10	15	1		49,874				538	8,389				235		
do	5	W. A. Haskill	1,441	265	37	0	16	6	13	9	15	4		35,401		19,706		464	5,693		1,236		160		21
do	5	H. R. James	1,553	240	42	0	16	8	14	7	15	1		54,939				434	8,329				233		
do	7	Denver	1,029	222	37	0	19	0	16	0	15	7		65,000					14,045				393		
do	9	M. H. Boyce	839	181	34	0	14	0	14	1	14	3		40,114					1,304				37		
do	9	Waverly	990	191	34	0	13	9	15	2	15	9	43,770							10,118		304			
do	11	Gov. Smith	1,547	240	42	0	16	8	15	2	15	5		62,382				367	13,799				386		
do	11	W. J. Averill	1,425	265	36	6	16	0	14	11	14	9		55,535				213	8,336				232		
do	14	A. McVittie	1,553	240	42	0	16	8	13	9	14	10		41,934		20,588		255	3,322				93		
do	19	Jas. R. Langdon	1,550	240	42	0	16	8	14	0	14	10		30,954	15,535	9,412		417	7,381	1,184			206	33	
do	21	Egyptian	1,206	232	36	0	14	0	13	8	15	0	37,112			17,000				3,281		99			
do	22	W. A. Haskill	1,441	265	37	0	16	6	14	10	15	3		28,999	26,855			272			10,356			290	
do	23	H. R. James	1,553	240	42	0	16	8	15	6	15	6		67,221				227	15,261				428		
do	26	F. H. Prince	1,548	240	42	0	16	8	14	7	15	1		57,451				398	8,952				251		
do	27	Gov. Smith	1,547	240	42	0	16	8	15	4	15	7		60,351				462	15,237				426		
do	28	Columbia	1,053	235	35	0	18	0	14	0	14	7	56,594							5,346		161			
do	29	W. J. Averill	1,425	265	36	6	16	5	14	11	15	3		56,463				234	9,760				273		
do	31	M. H. Boyce	839	181	34	0	14	0	14	0	14	0		40,000					1,213				33		
Aug.	2	A. McVittie	1,553	240	42	0	16	8	15	6	15	10		67,546				286	17,327				485		
do	4	Denver	1,029	222	37	0	19	0	16	0	15	9		65,000					14,444				404		
do	7	Jas. R. Langdon	1,550	240	42	0	16	8	13	8	13	7		42,685				683	8,209				230		
do	9	W. A. Haskill	1,441	265	37	0	16	6	13	3	15	0		40,651				513	3,746				104		
do	13	F. H. Prince	1,548	240	42	0	16	8	14	7	14	10		42,064		10,353		598	7,035				197		
do	14	Gov. Smith	1,541	240	42	0	16	8	15	5	15	7		62,361				414	15,978				447		
do	16	W. J. Averill	1,425	265	36	6	16	5	14	5	14	10	3,000	26,876		23,530		466	5,911				165		
do	22	A. McVittie	1,553	240	42	0	16	8	15	4	15	5		38,691		37,647		369	14,504				406		
do	23	J. R. Langdon	1,550	240	42	0	16	8	15	0	15	3		52,813		14,117		367	15,712				440		
do	26	W. A. Haskill	1,441	265	37	0	16	6	13	7	15	4		45,350				435	4,598				128		
do	30	F. A. Prince	1,548	240	42	0	16	8	15	8	15	5		35,998		54,353		230	15,511				434		
Sept.	1	Gov. Smith	1,541	240	42	0	16	8	14	10	15	6		43,514		18,470		572	13,489				378		
do	5	W. J. Averill	1,425	265	36	6	16	5	14	6	15	1		44,330		18,824		206	5,090		3,882		143		66
do	5	H. R. James	1,553	240	42	0	16	8	15	0	15	2		33,069		40,118		438	11,192				314		
do	10	A. McVittie	1,553	240	42	0	16	8	14	11	15	9		49,021		23,530		346	14,938				418		
do	11	Jas. R. Langdon	1,550	240	42	0	16	8	15	2	15	3		61,097				415	16,264				455		
do	18	F. H. Prince	1,548	240	42	0	16	8	14	9	15	2		58,962				398	10,469				293		
do	19	Gov. Smith	1,541	240	42	0	16	8	14	9	15	0		31,136		36,941		487	9,737				272		
do	20	W. J. Averill	1,425	265	36	6	16	5	15	0	15	2		54,487				298	9,489				266		
do	26	H. R. James	1,553	240	42	0	16	8	14	7	14	5		21,542		40,412		598			8,353				142
do	30	Jas. R. Langdon	1,550	240	42	0	16	8	13	3	15	0		17,958		37,470		725	4,828		4,470		135		76
do	30	A. McVittie	1,553	240	42	0	16	8	13	7	15	3		28,158		35,765		459	6,402		1,118		189		19
Oct.	2	Escanaba	918	201	35	6	20	0	13	11	13	11		47,000					1,473				41		
do	8	W. A. Haskill	1,441	265	37	0	16	6	14	6	13	5		14,693		43,353		439	2,278				64		
do	8	F. H. Prince	1,548	240	42	0	16	8	14	7	15	8		63,606				351	14,865				416		
do	10	Denver	1,029	222	37	0	19	0	14	0	14	0		50,700					1,151				32		
do	10	Gov. Smith	1,541	240	42	0	16	8	14	6	15	8		46,351		20,530		371	16,134				451		
do	12	W. J. Averill	1,425	265	36	6	16	5	14	7	15	3		50,483				385	11,079				310		
do	23	Jas. R. Langdon	1,550	240	42	0	16	8	14	1	15	2		59,660				353	13,690				383		

J.—STATEMENT of Large Class Vessels Lightened at Welland Railway Elevator at Port Colborne ; showing the Tonnage, Dimensions, Depth of Water and Cargoes passed through the Enlarged Welland Canal during the Season of Navigation in 1893.—*Continued.*

CANADIAN STEAM VESSELS—*Concluded.*

Date of Arrival.	Names of Vessels.	Grain Cargo and Rolling Freight through the Canal.									Total Cargo through the Canal.	Depth of Water through the Canal Midship.	Destination.		Cost of Lighterage per bushel.	Time occupied in Lighterage.
		Wheat.	Corn.	Rye.	Oats.	Wheat.	Corn.	Rye.	Oats.	Rolling freight			From	To		
1893		Bush.	Bush.	Bush.	Bush.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Ft. in.			Cts.	H. M.
May 15	Algonquin	64,872				1,946					1,946	13 11	Chicago	Kingston	2	1 0
Nov. 27	Sir S. L. Tilley	36,108				1,084					1,084	13 3	F't William.	do	2	3 0

UNITED STATES STEAM VESSELS—*Continued.*

April 24	F. H. Prince		59,858				1,677			54	1,731	13 10	Chicago	Ogdensburg.	2	3 30
do 25	Gov. Smith		60,800				1,703			44	1,747	13 11	do	do	2	3 30
do 28	Jas. R. Langdon		27,696		19,176		776		326	591	1,693	13 7	do	do	2	3 30
do 28	A. G. Lindsay	45,626				1,369					1,369	13 10	do	Kingston	2	3 40
May 1	Argonaut		41,375				1,159				1,159	13 10	do	do	2	3 30
do 2	W. A. Haskill		38,937				1,091			466	1,557	13 11	do	Ogdensburg.	2	2 30
do 8	Denver		50,368				1,411				1,411	14 0	do	Kingston	2	3 0
do 9	A. McVittie		45,585				1,277			394	1,671	13 11	do	Ogdensburg.	2	1 45
do 15	H. R. James		52,245				1,463			247	1,710	13 11	do	do	2	3 0
do 16	W. J. Averill		48,852				1,368			171	1,539	14 0	do	do	2	3 0
do 17	Gov. Smith		62,091				1,739				1,739	13 11	do	do	2	3 0
do 27	Jas R. Langdon		56,708				1,588			152	1,740	13 7	do	do	2	3 0
do 30	H. R. James		40,607		15,235		1,138		259	313	1,710	13 11	do	do	2	2 0
do 31	F. H. Prince		37,253		18,824		1,044		320	392	1,756	13 11	do	do	2	2 0
June 3	W. J. Averill		33,110				928			636	1,564	14 0	do	do	2	1 45
do 6	Gov. Smith		47,392				1,327			414	1,741	13 11	do	do	2	3 30
do 6	A. McVittie		46,569				1,304			393	1,697	13 11	do	do	2	3 15
do 11	W. A. Haskill		44,078				1,235			314	1,549	13 11	do	do	2	4 0
do 14	Jas. R. Langdon		13,233		51,941		371		883	427	1,681	13 7	do	do	2	3 15
do 17	H. R. James		55,110				1,544			135	1,679	13 11	do	do	2	4 15
do 18	Denver		50,797				1,423				1,423	14 0	do	do	2	3 30
do 20	Gov. Smith		32,918		20,588		922		350	421	1,693	13 11	do	do	2	3 15

do	24	Omaha		53,119				1,448				1,488	13	11	do		Kingston	2	3	0
do	27	A. McVittie	24,537	8,623			737	242			660	1,639	13	9	do		Ogdensburg	2	3	0
do	27	Pueblo		52,781				1,478				1,478	14	0	do		Kingston	2	3	45
July	4	J. R. Langdon		41,485				1,162			538	1,700	13	7	do		Ogdensburg	2	3	45
do	5	W. A. Haskill		29,709		18,470		832		314	464	1,610	13	11	do		do	2	3	0
do	5	H. R. James		46,610				1,306			434	1,740	14	0	do		do	2	3	0
do	7	Denver		50,955				1,427				1,427	14	0	do		Kingston	2	3	30
do	9	M. H. Boyce		38,810				1,087				1,087	13	11	do		do	2	1	0
do	9	Waverly	33,652				1,010					1,010	13	11	do		do	2	3	0
do	11	Gov. Smith		48,583				1,361			367	1,728	13	11	do		Ogdensburg	2	4	0
do	11	W. J. Averill		47,199				1,323			213	1,536	14	0	do		do	2	3	15
do	14	A. McVittie		38,612		20,588		1,082		350	255	1,687	13	11	do		do	2	1	15
July	19	Jas. R. Langdon		23,573	14,351	9,412		661	402	160	417	1.640	13	7	do		do	2	3	0
do	21	Egyptian	33,831			17,000	1,015			289		1,304	13	9	do		Kingston	2	5	15
do	22	H. A. Haskill		28,999	16,499			812	462		272	1,546	13	11	do		Ogdensburg	2	3	15
do	23	H. R. James		51,960				1,455			227	1,682	14	0	do		do	2	4	0
do	26	F. H. Prince		48,499				1,358			398	1,756	14	0	do		do	2	3	0
do	27	Gov. Smith		45,114				1,264			462	1,726	13	11	do		do	2	4	0
do	28	Columbia	51,248				1,538					1,538	13	8	Gladstone		Kingston	2	3	0
do	29	W. J. Averill		46,703				1,308			234	1,542	14	0	Chicago		Ogdensburg	2	3	15
do	31	M. H. Boyce		38,787				1,087				1,087	13	11	do		Kingston	2	3	30
Aug.	2	A. McVittie		50,219				1,407			286	1,693	13	11	do		Ogdensburg	2	4	15
do	4	Denver		50,556				1,416				1,416	14	0	do		Kingston	2	4	30
do	7	Jas. R. Langdon		34,476				966			683	1,649	13	6	do		Ogdensburg	2	5	0
do	9	W. A. Haskill		36,905				1,034			513	1,547	13	8	do		do	2	2	0
do	13	F. H. Prince		35,029		10,353		981		176	598	1,755	13	11	do		do	2	3	30
do	14	Gov. Smith		46,383				1,300			414	1,714	13	10	do		do	2	4	0
do	16	W. J. Averill	3,000	20,965		23,530	90	588		400	466	1,544	14	0	do		do	2	3	0
do	22	A. McVittie		24,187		37,647		678		640	369	1,687	13	11	do		do	2	4	0
do	23	J. R. Langdon		37,101		14,117		1,039		240	367	1,646	13	6	do		do	2	4	30
do	26	W. A. Haskill		40,752				1,142			435	1,577	14	0	do		do	2	2	0
do	30	F. A. Prince		20,487		54,353		574		924	230	1,728	14	0	do		do	2	4	30
Sept.	1	Gov. Smith		30,025		18,470		841		314	572	1,727	14	0	do		do	2	4	15
do	5	W. J. Averill		39,240		14,942		1,099		254	206	1,559	14	0	do		do	2	2	45
do	5	H. R. James		21,877		40,118		613		682	438	1,733	14	0	do		do	2	4	15
do	10	A. McVittie		34,083		23,530		955		400	346	1,701	13	11	do		do	2	4	15
do	11	Jas. R. Langdon		44,833				1,256			415	1,671	13	7	do		do	2	5	15
do	18	F. H. Prince		48,493				1,358			398	1,756	13	11	do		do	2	3	30
do	19	Gov. Smith		21,399		36,941		600		628	487	1,715	13	11	do		do	2	3	0
do	20	W. J. Averill		44,998				1,260			298	1,558	13	11	do		do	2	3	15
do	26	H. R. James		21,542		32,059		604		545	598	1,747	14	0	do		do	2	2	30
do	30	Jas. R. Langdon		13,130		33,000		368		561	725	1,654	13	5	do		do	2	3	0
do	30	A. McVittie		21,756		34,647		610		589	459	1,658	13	9	do		do	2	5	0
Oct.	2	Escanaba		45,527				1,275				1,275	13	8	do		do	2	1	0
do	8	W. A. Haskill		12,415		43,353		348		737	439	1,524	13	11	do		do	2	1	15
do	8	F. H. Prince		48,741				1,365			351	1,716	13	9	do		do	2	4	15
do	10	Denver		49,549				1,388				1,388	13	10	do		Oswego	2	1	0
do	10	Gov. Smith		30,217		20,530		847		349	371	1,567	13	6	do		Ogdensburg	2	4	15
do	12	W. J. Averill		39,409				1,104			385	1,489	13	9	do		do	2	3	15
do	23	Jas. R. Langdon		45,970				1,288			353	1,641	13	4	do		do	2	4	15

J.—STATEMENT of Large Class Vessels Lightened at Welland Railway Elevator at Port Colborne; showing the Tonnage, Dimensions, Depth of Water and Cargoes passed through the Enlarged Welland Canal during the season of Navigation in 1893—*Continued.*

UNITED STATES STEAM VESSELS—*Concluded.*

Date of Arrival.	Names of Vessels.	Registered Tonnage.	Dimensions.			Depth of Water on Arrival.		Original Cargo to Canal.					Lighterage over Welland Railway.				Lighterage in Tons.			
			Length over all.	Width of beam	Depth of hold.	Forward.	Aft.	Wheat.	Corn.	Rye.	Oats.	Rolling freight	Wheat.	Corn.	Rye.	Oats.	Wheat.	Corn.	Rye.	Oats.
1893.		Tons.	Ft.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Bush.	Bush.	Bush.	Bush.	Tons.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Tons.	Tons.
Oct. 26	Escanaba..	918	201	35 6	20 0	13 11	14 0		47,000					4,547				127		
do 27	Denver	1,029	222	37 0	19 0	15 9	15 7		63,720					13,121				368		
do 28	W. A. Haskill	1,441	265	37 0	16 6	14 6	15 0		51,832			317		7,073				198		
do 28	F. H. Prince	1,548	240	42 0	16 8	14 4	15 4		61,100			272		9,578				268		
do 28	A. McVittie	1,553	240	42 0	16 8	14 8	15 4		66,432			127		10,412				292		
Nov. 6	Pueblo	1,054	225	36 0	19 0	15 1	15 2		62,557					10,985				308		
do 6	H. R. James	1,553	240	42 0	16 8	14 10	15 1		47,030		20,589	353		12,977				363		
do 7	Ohio	851	202	35 0	18 6	14 10	14 5		45,000					7,079				198		
do 11	Jas. R. Langdon	1,550	240	42 0	16 8	13 6	15 3		42,480		13,647	474		8,112				227		
do 11	Marquette	1,118	235	35 7	18 5	15 3	14 8		64,060					9,149				256		
do 20	Omaha	940	215	34 6	18 9	15 0	14 0		58,632					9,926				278		
do 25	A. G. Lindsay	732	196	37 6	14 4	15 0	15 7		60,000					11,661				326		
Dec. 1	A. McVittie	1,553	240	42 0	16 8	14 1	14 2		26,257		15,470	773		1,591		4,000		45		68
do 1	Waverly	990	191	33 7	13 9	15 5	15 4		45,433					10,225				287		
do 2	Argonaut	985	213	35 0	12 0	14 10	15 0		49,760					6,201				174		
do 2	J. S. Pickhands	1,319	232	40 0	19 2	15 3	14 11		70,222					17,488				490		

UNITED STATES SAILING VESSELS.

July 31	D. P. Rhodes	891	217	35 0	14 0	15 3	15 3	61,000					9,459				283			

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, April 30th., 1894.

STATEMENT of Large Class Vessels Lightened at Welland Railway Elevator at Port Colborne; showing the Tonnage, Dimensions, Depth of Water and Cargoes passed through the Enlarged Welland Canal during the season of Navigation in 1893—*Concluded.*

UNITED STATES STEAM VESSELS—*Concluded.*

Date of Arrival.	Names of Vessels.	Grain Cargo and Rolling Freight through the Canal.									Total Cargo through the Canal.	Depth of Water through Canal midship.	Destination.		Cost of Lighterage per bushel.	Time occupied in Lighterage.
		Wheat.	Corn.	Rye.	Oats.	Wheat.	Corn.	Rye.	Oats.	Rolling freight			From	To		
1893.		Bush.	Bush.	Bush.	Bush.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Ft. in.			Cts.	H. M.
Oct. 26	Escanaba		42,453			...	1,189	...			1,189	13 4	Chicago	Kingston...	2	2 2
do 27	Denver		50,599			...	1,417				1,417	14 0	do	Ogdensburg.	2	4 15
do 28	W. A. Haskill		44,759				1,254	.. .		317	1,571	14 0	do	do ..	2	3 0
do 28	F. H. Prince		51,522				1,443			272	1,715	13 10	do	do ..	2	3 0
do 28	A. McVittie		56,022				1,569			127	1,696	13 11	do	do ..	2	3 15
Nov. 6	Pueblo		51,592			...	1,445				1,445	13 11	do	do ..	2	4 30
do 6	H. R. James		34,053		20,589		954		350	353	1,657	13 8	do	do ..	2	4 0
do 7	Ohio		37,921				1,062				1,062	13 8	do	do ..	2	3 15
do 11	Jas. R. Langdon		34,368		13,647		963		232	474	1,669	13 7	do	do ..	2	3 0
do 11	Marquette		54,911				1,538				1,538	14 0	do	do ..	2	4 45
do 20	Omaha		48,706				1,364				1,364	13 11	do	do ..	2	5 0
do 25	A. G. Lindsay		48,339				1,354				1,354	13 11	do	do .	2	4 30
Dec. 1	A. McVittie		24,666		11,470		691		195	773	1,659	13 9	do	do ..	2	3 0
do 1	Waverly		35,208				986				986	13 10	do	do ..	2	6 30
do 2	Argonaut		43,559				1,220				1,220	14 2	do	do ..	2	4 0
do 2	J. S. Pickhands		52,734				1,477				1,477	13 3	do	do ..	2	4 45

UNITED STATES SAILING VESSELS.

July 31	D. P. Rhodes	51,541				1,547					1,547	14 0	Gladstone ..	Kingston...	2	3 45

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, April 30th, 1894.

K.—STATEMENT showing the Quantity of Freight passed Eastward, from Lake Erie, through the whole length of the Welland and St. Lawrence Canals, to Montreal, during the Seasons of Navigation in 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892 and 1893.

Articles.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.
	Tons.	Tons.	Tons.	Tons	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Class 3.													
Iron, pig	858	459									371		
do all other		9	5		7	15		418					
Stone for cutting	233	2											
Apples		1			513	49	33					54	
Barley		259		38									600
Corn	69,066	17,474	109,191	55,552	44,401	116,517	24,609	66,443	195,350	139,798	52,539	53,689	278,564
Flour	4,476	5,920	5,089	9,659	2,874	2,934	6,140	3,865	6,841	3,065	3,324	2,874	5,514
Meal, all kinds			1,188		16	125	87	100	148	222	67	16	
Oats				872					320	479			9,761
Pease			726	433	11	608	362				390	524	
Rye		1,269	518	477					1,284	1,120	64,978	9,119	3,669
Seeds, all kinds		37	2		42	33		12	3	2	2	75	
Tobacco, raw		1				25					1		
Wheat	77,061	161,692	76,379	84,822	52,157	86,815	160,063	93,915	70,815	75,515	159,785	194,281	209,212
All other agricultural products, vegetable		1			1		17		798	3	2		
Hides, skins, horns and hoofs			77									20	
Horses		1			2	1	1	2	2	3	2	2	1
Lard and lard oil	361	206	6			22		54			100		
Pork	5,141	278	212	318	30	936	418	265	1,220	221	201		
All other agricultural products, animals					4	68	29	39	32	117		103	
Total, Class 3	157,196	187,609	193,393	152,171	100,058	208,148	191,759	165,113	276,813	220,545	281,702	260,757	507,321
Class 4.													
Ashes	13	10	3	36	97	44	113	85	107	70	40	17	23
Furniture	4	12	6	10	5	6	9	2		1	2	1	
Glass, all kinds	47	6	1					3		1	1		
Molasses		18	43			28							
Nails				1			1						
Oil		425		78	7	6	14		4	6			

K.—STATEMENT showing the Quantity of Freight passed Eastward, from Lake Erie, &c.—*Concluded.*

Articles.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Class 4—Concluded.													
Paint		4				1							
Pitch and tar		1											
Sugar			2				15						
Stone, wrought	291	484	269	317			12						
Turpentine		2		1									
Whisky, beer, and other spirits		25	35			8		3	20	26	105	6	1
Merchandise not enumerated	60	105	53	37	29	100	72	105	193	142	278	36	4
Total, Class 4	415	1,092	412	480	138	193	236	198	324	246	426	60	28
Class 5.													
Barrels, empty	1	3		37	128	6	88	40				1	
Sawed lumber	2,849	3,639	6,311	7,531	19,945	18,707	7,001	5,175	6,118	3,579	3,908	1,678	667
Staves, pipe and barrel	1,001	2,359	2,024	200	856	332	184	139				8	
do West India and pipe	1,198	1,130	451	863		287	131	1,623	270			200	
Timber, square, in vessels	3,227	1,574	290		639	1,330							
do rafts	3,250	1,149	2,314	7,365	11,128	15,410	14,390	11,586	9,302		5,680	440	
Woodenware	76	205	199	68	76	101	45	25		1			
Total, Class 5	11,602	10,059	11,589	16,064	32,772	36,173	21,839	18,588	15,690	3,580	9,588	2,327	667
Special Class.													
Coal		75											
Grand total	169,213	198,835	205,394	168,715	132,968	244,514	213,834	183,899	292,827	224,371	291,776	263,144	508,016

L.—STATEMENT showing the Quantity of Freight passed Westward from Montreal, through the whole length of the St. Lawrence and Welland Canals to Lake Erie, during the Season of Navigation in 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892 and 1893.

Articles.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Class 3.													
Bricks	81	96	78	200	44	66	3	187	84	252	469		
Cement and water lime	38	583	508	219	117	498	1,740	1,177	823	62	2,380	1,570	3,169
Clay, lime and sand	121	56	56			1	134	95	3	8	206	240	
Fish	18	406				1	95	1	80	26	7	426	465
Gypsum					13								
Iron, railway	16,476	11,246	8,725	2,031	12,356	6,629	153	9,148	15,513	20,003	2,855	1,171	6,576
do pig	8,131	3,575	2,460	43	23	10	368	573	250	20	112	74	25
do all other	900	686	528	366	290	76	1,997	297	290	584	595	387	543
Salt	5,175	1,820	5,324	802	1,574	5,609	4,197	3,599	4,216	7,440	4,391	2,034	995
Stone for cutting	5				7					12		145	
Flour			21							48			3
Meals			5					31					
Oats			264										
Potatoes	359	23					4						
Seeds, all kinds	65	14						24	215	100			
Agricultural products not enumerated, vegetables	2		25	1	1			35	19		52		
Horses		2							2				
Lard and lard oil					3		3			72		16	
Pork				45						33			
Wool		3					4			13	2	13	
All other articles not enumerated						6	4	77		1	2		
Total Class 3	31,371	18,460	17,994	3,707	14,428	12,896	8,702	15,244	21,495	28,674	11,071	6,076	11,776
Class 4.													
Ashes, pot and pearl					226	20				10	31	88	
Crockery and earthenware	24	116	137	47	10	40	164	336	112	11	251	8	98
Dye woods, &c			2			1	4						
Furniture	3	4	4	1		9	1	1			1	3	
Glass, all kinds	97	359	156	160	32	39	53	77	71	23	30	152	305
Manilla		5	5	17		7	5	1					
Molasses	14	58	3			23	1	7	56			32	43

L.—STATEMENT showing the Quantity of Freight passed westward from Montreal, &c.—*Continued.*

Articles.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Class 4—Concluded.													
Nails	258	576	1,085	160	205	389	147	578	736	453	560	276	472
Oil in barrels	54	119	122	80	10	82	28	22	9	11	64	2	44
Paint	47	124	103	161	24	36	80	59	49	24	61	15	70
Pitch and tar	1		50	1		5	1			13	22	15	26
Rosin		11	21							1			
Soda, ash	3,177	1,040	1,801	1,427	164	975	1,116	1,196	766	554	377	352	68
Steel	29		3	142		1	423	3	3	1		269	426
Stone, wrought			2										14
Sugar	5	465	375	290	64	316	207	98	7	551	412	1,320	2,218
Tin	959	641	1,669	1,832	10	549	2,225	198	480	40	23	27	34
Turpentine			1	1		1	1	1	1	2			
White lead		14		3		3	4	2	4	19	3	6	35
Whiting	10	5	19		9		7		33	34	50	71	31
Whiskey, beer, &c	91	564	791	364	259	174	287	228	124	350	294	220	26
Merchandise not enumerated	984	1,992	2,608	1,001	712	1,008	619	1,259	1,422	1,180	810	538	799
Total Class 4	5,753	6,093	8,957	5,687	1,725	3,678	5,373	4,066	3,873	3,277	2,989	3,394	4,769
Class 5.													
Barrels, empty	40	130	179			227			2				
Lumber, sawn, in vessels		175	318										
Woodenware	26	23		3	2								
Total Class 5	66	328	497	3	2	227							
Special Class.													
Coal			40	28									
Grand Total	37,190	24,881	27,488	9,425	16,155	16,801	14,075	19,310	25,370	31,951	14,060	9,470	16,545

M.—STATEMENT showing the Quantity of Freight passed Eastward through the Welland Canal, from United States Ports to United States Ports, during the Seasons of Navigation in 1880, 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, and 1893.

ARTICLES.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Class 3.														
Bricks	22		3				41				4			
Cement and water line			2				31		4					
Fish				1				2				1		5
Iron, railway				142										
do all other		79	114	90	40		45			520	1	10	1	102
Salt				8			1					494		
Stone for cutting	258			38	15									
Apples		1	8											
Barley			537	735				1,709	2		6,519	8,113	6,433	16,751
Corn	16,122	30,031	32,433	66,128	53,707	63,229	93,503	83,431	102,974	147,045	180,842	127,494	131,222	198,777
Flour			107	2,041	1,715	124	7,591	11,780	8,563	5,017	9,204	6,802	11,018	6,588
Hay, pressed					13									
Meal, all kinds			5	8,579	8,170		13,201	10,726	11,598	17,224	20,482	26,096	31,724	36,352
Oil cake				1										
Oats	296			731	9,874	882	4,790	12,050	26,510	27,492	27,030	52,823	36,935	23,870
Potatoes			1							1	1			
Rye			684						179					864
Seeds, all kinds		16		662	511		236	44	48	151	135	256	50	16
Wheat	30,611	34,320	30,227	54,282	40,956	53,235	53,258	37,678	39,999	39,229	31,527	32,097	26,950	28,187
Agricultural products, vegetable			5	3			2	2			14	42		
Hides and skins, &c				60	73		414	170	39					
Horses			1	6	6		1	2		1	1	3		2
Lard and lard oil, &c				5	7		13	14	19	32	30	10		1
Meats, other than pork			1	12	4		1	18	14	3	15	2	29	
Pork			1	163			106	106	19	21	88	73	1	52
Sheep					1									
Wool				95			1,125	86	18	452		1,237	70	80
Total, Class 3	47,309	64,447	64,129	133,782	115,092	117,470	174,359	157,820	189,986	237,188	275,893	255,553	244,433	311,647
Class 4.														
Agricultural implements		3		1				9						
Crockery and earthenware		4	1	1					1	1				
Furniture			15	25	16		21	24	30	30	21	7		6

M.—STATEMENT showing the Quantity of Freight passed Eastward through the Welland Canal, &c.—*Concluded.*

Articles.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Class 4—Concluded.														
Glass, all kinds			66		1		2					1		
Nails		102	7	51	26		4							
Oil, in barrels			995	206	255		6	8				1		
Paint			3	6							3		44	
Soda, ash			7											
Steel			1						3				1	
Stone, wrought	192	29	33	87	7		38			2				
White lead		2	6	5							1			
Whisky, beer and all other spirits	14		12	156	26		21	63	151	190	228	167	46	83
Merchandise, not enumerated	1	49	91	941	481	2	824	469	1,453	1,679	1,822	1,865	1,331	1,693
Total, Class 4	207	189	1,237	1,479	812	2	916	573	1,638	1,902	2,075	2,041	1,422	1,782
Class 5.														
Empty barrels														9
Lumber, sawn, in vessels	33,555	30,462	34,182	34,189	43,713	44,668	43,776	29,845	28,333	55,074	38,030	45,504	54,173	68,985
Hoops				26										
Shingles	9		9	9	76	111	463		6	51				13
Staves, barrel				25					82					
Woodenware, &c	1	4	43	30	11		2	26	141	333	8	4	54	
Total, Class 5	33,565	30,466	34,234	34,279	43,800	44,779	44,241	29,871	28,562	55,458	38,038	45,508	54,227	69,007
Special Class.														
Coal	871	1,164	10,686	5,372	4,293	4,974	5,400	1,163	878	1,124	615	1,382	651	2,123
Stone not suitable for cutting										1,681	18			
Kryolite											1,620	1,773		
Total, Special Class	871	1,164	10,686	5,372	4,293	4,974	5,400	1,163	878	2,805	2,253	3,155	651	2,123
Grand Total	81,952	96,266	110,286	174,912	163,997	167,225	224,916	189,427	221,064	297,353	318,259	306,257	300,733	384,559

N.—STATEMENT showing the Number and their Cargoes of Wheat, from ports west of Port Colborne to Montreal; the Quantity transhipped at Kingston, and the Quantity of each Cargo through the St. Lawrence Canals, during the Season of Navigation in 1893.

Names of Vessels.	Original Cargo through the Welland Canal.	Quantity transhipped at Kingston.	Cargo through the St. Lawrence Canals.
	Tons.	Tons.	Tons.
Canadian steamer "Acadia"	656	142	514
do do	655	150	505
do do	660	164	496
do do	659	180	479
do "Arabian"	1,200	660	540
do do	1,200	660	540
do do	1,201	644	557
do do	1,237	697	540
do do	1,204	690	514
do "Glengarry"	630	315	315
do "Lake Michigan"	516	172	344
do do	510	158	352
do do	519	168	351
do "Melbourne"	675	261	414
do do	690	282	408
do do	673	268	405
do do	665	251	414
do do	672	255	417
do "St. Magnus"	871	448	423
do do	974	552	422
do do	1,004	582	422
do do	1,004	575	429
do do	975	555	420
do do	1,010	603	407
Canadian sail "Jno. Gaskin"	1,086	399	687
do "Kildonan"	1,136	272	864
do "Winnipeg"	1,231	519	712
Total	23,513	10,622	12,891

Number of cargoes of wheat	27	
Quantity through Welland Canal to Kingston	23,513	Tons
do transhipped at Kingston	10,622	do
do taken to Montreal in vessels in which it arrived at Kingston	12,891	do

STATEMENT showing the Number of Vessels and their cargoes of Corn, from ports west of Port Colborne to Montreal; the Quantity transhipped at Kingston, and the Quantity of each cargo through the St. Lawrence Canals, during the season of Navigation in 1893.

Names of Vessels.	Original Cargo through the Welland Canal.	Quantity transhipped at Kingston.	Cargo. through the St. Lawrence Canal.
	Tons.	Tons.	Tons.
Canadian steamer "Acadia"	630	122	508
do "Arabian"	1,154	618	536
do "Cuba"	650	252	398
do "Lake Michigan"	485	163	322
do do	489	128	361
do "Niagara"	714	330	384
do "St. Magnus"	933	505	428
Total	5,055	2,118	2,937

Number of cargoes of corn	7	
Quantity through the Welland Canal to Kingston	5,055	tons
do transhipped at Kingston	2,118	"
do taken to Montreal in vessels in which it arrived at Kingston	2,937	"

RECAPITULATION of the Number of Vessels passed down the Welland Canal with Cargoes of Grain, for Montreal, the Quantity transhipped, at Kingston, and the Quantity taken to Montreal for the season of 1893.

—	Number of cargoes.	Total number.
Wheat	27	
Corn	7	
Total		34
	Tons.	Tons.
Quantity of wheat through the Welland Canal bound for Montreal	23,513	
do corn do do	5,055	
Total through Welland Canal		28,568
Quantity of the above transhipped at Kingston, viz. :—		
Wheat	10,622	
Corn	2,118	
Total transhipped		12,740
Quantity of the above cargoes taken to Montreal in vessels in which it arrived at Kingston, viz. :—		
Wheat	12,891	
Corn	2,937	
Total quantity to Montreal		15,828
Total		28,568

O.—STATEMENT showing the Quantity of Grain passed down the Welland Canal to Kingston in Canadian and United States Vessels entering the Canal at Port Colborne, during the season of 1893.

	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	100	65,072	46	22,622	169	148,001	88	58,951	40	294,646
	Tons.		Tons.		Tons.		Tons.		Tons.	
Barley		1,527		183						1,710
Corn		23,817		12,946		146,392		60,918		244,075
Oats		223				4,033		3,638		7,294
Pease										
Rye						2,352		455		2,807
Wheat		79,081		31,185		63,719		47,360		221,345
Total		104,648		44,314		216,496		111,771		477,231

							Tons.
100	cargoes	in	Canadian	steam	vessels,	total quantity	104,648
46	do	do	do	sail	do	do	44,314
169	do	do	United States	steam	vessels,	do	216,496
83	do	do	do	sail	do	do	111,771

P.—STATEMENT of the total Quantity of Grain arrived at Kingston in Vessels which passed down the Welland Canal during the Season of Navigation in 1893.

Summary.	Tons.	Tons.
Canadian steam vessels 100 cargoes of grain	104,648	
do sail do 46 do	44,314	
Total in Canadian vessels		148,962
United States steam vessels 169 cargoes of grain	216,496	
do sail do 88 do	111,773	
Total in United States vessels		328,269
Total in Canadian and United States vessels		477,231
Distributed as follows:—	Tons.	Tons.
34 cargoes arrived at Kingston in Canadian vessels with an aggregate quantity of	28,568	
Transhipped at Kingston	12,740	
Quantity taken to Montreal in vessels in which it arrived at Kingston		15,828
Vessels arrived at Kingston and discharged the whole of their cargoes as follows:—		
112 cargoes in Canadian vessels	120,394	
257 do United States vessels	328,269	
Aggregate quantity discharged	448,663	
Quantity transhipped to Montreal	401,193	
Total quantity transhipped from Kingston to Montreal		413,933
Quantity transferred from Kingston to Ogdensburg, N. Y., 24,961		
Quantity of the above, transhipped from Ogdensburg to Montreal		22,840
Quantity transhipped to Cardinal	2,893	
do remaining at Kingston	19,616	
do do Ogdensburg	2,121	
Total quantity remaining at Kingston, Ogdensburg and Cardinal		24,630
Total		477,231

Q.—COMPARATIVE statement of the Quantity of Grain passed down the Welland Canal to Kingston for the seasons of 1892 and 1893.

	1892.		1893.	
	No. of Cargoes.	Tons.	No. of Cargoes.	Tons.
Quantity arrived at Kingston in Canadian vessels	158	159,018	146	148,962
do do in United States vessels	89	109,812	257	328,269
Total	247	268,830	403	477,231
Quantity transhipped at Kingston in Canadian vessels for Montreal		244,759		413,933
Quantity taken to Montreal in vessels in which it arrived at Kingston		12,233		15,828
Quantity remaining at Kingston		3,659		19,616
Quantity transhipped to Cardinal		3,838		2,893
Quantity transferred to Elevators at Ogdensburg, N.Y.	24,691			
Quantity of the above transhipped to Montreal				22,840
Quantity remaining at Ogdensburg				2,121
Total		268,830		477,231

No vessels took cargo through intact in 1893 against 2 in 1892.
34 vessels lightered a portion of their cargoes in 1893 against 25 in 1892.
369 vessels discharged the whole of their cargoes in 1893 against 220 in 1892.

S.—THE Quantity of Coal passed through the Welland Canal during a series of years from 1885 to 1893, inclusive, and the amount of Tolls Collected thereon, is as follows :—

Years.	From Canadian Ports to Canadian Ports.	From United States Ports to United States Ports.		From United States Ports to Canadian Ports.		Total Tons.	Amount of Tolls Paid. — Rate 20 cents a ton.
	Up.	Up.	Down.	Up.	Down.		
	Tons.	Tons.	Tons.	Tons.	Tons.		$ cts.
1885		193,442	4,974	10,321	31,350	240,087	48,017 40
1886		184,564	5,400	22,187	49,724	261,875	52,375 00
1887		81,617	1,163	26,775	25,968	135,523	27,104 60
1888		172,381	878	17,365	27,183	217,807	43,561 40
1889		226,352	1,124	12,036	25,931	265,443	53,188 60
1890	80	116,616	615	17,280	22,781	202,372	38,222 30
1891		185,190	1,382	17,374	20,698	224,644	44,928 20
1892		183,244	651	12,391	15,330	211,616	42,284 13
1893		204,704	2,123	8,325	17,944	233,096	46,619 20

NOTE.—Tolls on soft coal passed down the Welland Canal, during the season of 1890, were reduced from 20 to 10 cents a ton, per O.C. 11th May, 1890, for the season of 1890 only, the rate for 1891, 1892 and 1893 being 20 cents a ton for passage either eastward or westward.

T.—STATEMENT showing the Quantity of Coal passed through the whole length of the St. Lawrence Canals during the Seasons from 1885 to 1893, inclusive.

Year.	Quantity passed up Free of Tolls.	Quantity passed down to Montreal.	Total Quantity passed up and down.	Amount of Tolls on Quantity passed down to Montreal.
	Tons.	Tons.	Tons.	$ cts.
1885	5,035	122,829	127,864	18,424 35
1886	3,301	118,802	122,103	17,820 70
1887	7,579	121,618	129,197	18,242 70
1888	8,341	123,050	131,391	18,423 90
1889	5,360	124,290	129,650	18,604 90
1890	6,538	135,168	141,706	20,275 20
1891	7,951	141,701	149,652	21,255 15
1892	7,543	157,134	164,677	23,570 10
1893	2,285	147,139	149,424	22,070 85

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, showing the Quantity to Montreal, the Quantity to Canadian Ports between Port Dalhousie and Cornwall, and the Quantity to United States Ports, Oswego, Ogdensburg, &c., on the south side of Lake Ontario, for the Years 1883 to 1893, inclusive.

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1883.	Tons.	Tons.	Tons.
Ashes, pot and pearl	3	2	
Agricultural products, not enumerated, vegetable		3	3
do do animal		6	
Agricultural implements			1
Barley			735
Coal		89,344	5,372
Corn	109,191	6,815	66,128
Crokery and earthenware			1
Fish			1
Flour	5,089		2,041
Furniture	6	8	25
Glass	1	9	
Horses			6
Hides and skins	77	26	60
Iron, railway			142
do all other	5	39	90
Lard and lard oil	6	1	5
Meal, all kinds	1,188	138	8,579
Meats, other than pork		2	12
Manilla			4
Molasses	43	4	1
Nails			51
Oats			731
Oil, in barrels		300	206
Oil cake			1
Pease	726		
Pork	212	13	163
Paint			6
Rags			271
Rye	518		
Salt			8
Stone, intended for cutting		2,584	38
do wrought	269	353	87
Seeds, all kinds	2		662
Steel	1		
Sugar	2		
Spirits, beer, &c	35	98	156
Tobacco, raw		5	
Tallow		2	
Wheat	76,379	3,835	54,282
White lead			5
Wool			95
All other merchandise, not enumerated	52	109	665
Barrels, empty		4	
Firewood, in vessels		930	
Hoops			26
Lumber, sawn, in vessels	6,311	792	34,732
Staves and headings, barrel		31	
do pipe	2,024	2,738	
do West India	451	1,946	
Staves, salt barrel			25
Shingles			9
Split posts and fence rails, in vessels		1	
Timber, square	2,604	74,329	
Woodenware and wood, partly manufactured	199	35	30
Total	205,394	184,502	175,455

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1884.	Tons.	Tons.	Tons.
Ashes, pot and pearl	36	10	
Agricultural products, not enumerated, vegetable		7	
do do animal		2	
Agricultural implements		9	
Barley	38	52	
Coal		32,598	4,293
Corn	55,552	9,552	53,707
Cattle		1	
Fish		13	
Flour	9,659		1,715
Furniture	10	17	16
Glass, all kinds		10	1
Hay, pressed			13
Horses		2	6
Hides, horns and hoofs			73
Iron, all other		8	40
Kryolite and chemical ore, and other ore, except iron		10	
Lard and lard oil		2	7
Meal, all kinds		5	8,170
Meats other than pork		28	4
Marble			1
Nails	1		26
Oats	872		9,874
Oil, in barrels	78	354	255
Pease	433		
Pork	318		
Rye	477		
Salt		364	
Stone, intended for cutting		2,059	15
do wrought	317	190	7
Seeds, all kinds		111	511
Sheep			1
Spirits, beer, &c		11	26
Turpentine	1		
Wheat	84,822	2,549	40,975
All other goods and merchandise not enumerated	37	104	480
Barrels, empty	37	3	1
Firewood, in vessels		930	
Lumber, sawn, in vessels	7,531	85	45,239
Staves and heading, barrel		22	
do pipe	200	487	
do West India	863	406	
Shingles		7	76
Timber, square	7,365	50,414	
Woodenware and wood, partly manufactured	68	3	11
Total	168,715	100,425	165,543

A refund of 10 cents per ton was allowed on wheat, corn, oats, barley and rye passed down to Montreal, per O. C. 28th May, 1884.

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1885.	Tons.	Tons.	Tons.
Ashes, pot and pearl	97		
Apples	513		
Agricultural products, not enumerated, vegetable	1		
do do animal	2		
Barley			228
Coal		31,350	4,974
Corn	44,401	9,906	63,229
Crockery and earthenware	1		
Flour	2,874		124
Furniture	5	11	
Horses	2	1	
Iron, pig		100	
do all other	7		
Iron ore			987
Lard and lard oil		2	
Meal, all kinds	16		
Oats			882
Oil, in barrels	7	568	
Pease	11		
Paint		68	
Pork	30		
Salt		407	
Stone, for cutting		3,749	
do wrought		8	
Seeds, all kinds	42	10	
Spirits, beer, &c		25	
Tallow	2	4	
Wheat	52,157	2,003	53,235
All other merchandise not enumerated	28	8	2
Barrels, empty	128	8	
Firewood, in vessels		540	
Lumber, sawn	19,945	6,774	49,561
Staves and headings	856	604	
Shingles			111
Timber, square	11,767	69,616	
Woodenware	76		
Total	132,968	125,762	173,333

A refund of 10 cents per ton was allowed on wheat, corn, oats, pease, barley and rye passed down to Montreal, per O. C. 17th June, 1885, and a refund of 18 cents per ton from 1st July, 1885, per O. C. 4th July, 1885.

U.—COMPARATIVE STATEMENT of the quantity of Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1886.	Tons.	Tons.	Tons.
Ashes, pot and pearl	44	10	11
Apples	49		
Agricultural products, not enumerated, vegetable		1	1
Bricks			41
Cement and water lime			26
Coal		49,724	5,400
Corn	116,517	8,871	93,503
Flour	2,934		7,591
Furniture	6	15	21
Glass, all kinds			2
Horses	1		1
Hides and skins, etc			414
Iron, pig		617	43
do all other	15	12	1
Lard and lard oil	22	9	13
Meal, all kinds	125	18	13,201
Meats, other than pork	67	64	1
Marble		2	
Molasses	28	7	
Nails			4
Oats		41	4,790
Oil	6	28	6
Pease	608		
Pork	936	407	106
Paint	1	1	
Rags			13
Salt		29	1
Stone for cutting		4,314	
do wrought		103	38
Seeds, all kinds	33	3	236
Sugar			3
Spirits, beer, &c	8	12	21
Tobacco, raw	25		
Tallow	1	2	1
Wheat	86,815	969	53,258
Wool			1,125
Merchandise, not enumerated	100	46	793
Barrels, empty	6	2	
Floats		20	
Lumber, sawn, in vessels	18,707	7,546	53,124
Masts, spars, &c		22	
Staves and headings, barrel		57	
do do pipe	332	339	
do do West India	287	444	
Shingles		12	463
Timber, square	16,740	44,335	
Woodenware, &c	101	45	2
Total	244,514	118,127	234,254

A refund of 18 cents per ton was allowed on wheat, corn, oats, pease, barley and rye, passed down to Montreal, per O. C. 21st April, 1886.

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1887.	Tons.	Tons.	Tons.
Ashes, pot and pearl	113		
Apples	33		
Agricultural products not enumerated, vegetable			2
Agricultural implements			9
Barley			1,709
Coal		25,968	1,163
Corn	24,609	6,898	83,431
Fish			2
Flour	6,140		11,780
Furniture	9	9	24
Horses	1	1	2
Hides, skins, &c			170
Iron, pig		1,137	
do all other		7	
Lard and lard oil		6	14
Meal, all kinds	87	42	10,726
Meats, other than pork	29	15	18
Nails	1		
Oats			12,050
Oil	14	190	8
Oil cake	17		
Pease	362		
Pork	418	86	108
Stone for cutting		3,531	
do wrought	12	543	
Seeds		4	44
Sugar	15		1
Spirits		99	63
Wheat	160,063	4,940	37,678
Wool			86
All other merchandise, not enumerated	72	123	468
Barrels, empty	88		24
Lumber, sawn	7,001	1,816	44,733
Staves and headings, barrel		27	
do pipe	184		
West India	131	838	
Timber, square	14,390	21,351	
Woodenware and wood partly manufactured	45	1	2
Total	213,834	67,632	204,315

A refund of 18 cents per ton was allowed on wheat, corn, pease, barley and rye, passed down to Montreal, per O.C. 21st March, 1887.

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1888.	Tons.	Tons.	Tons.
Ashes, pot and pearl	85		
Apples		45	
Barley			2
Cement and water lime			4
Coal		27,183	878
Corn	66,443	25,469	102,974
Crockery and earthenware		4	1
Flour	3,865		8,563
Furniture	2	1	30
Glass, all kinds	3	2	
Hay, pressed		20	
Horses	2		
Hides and skins			39
Iron, pig		549	
do all other	418	490	
Lard and lard oil	54	12	18
Meal, all kinds	100		11,598
Meats, other than pork	39	6	14
Oats			26,510
Oil		3	
Pease		54	
Pork	265	61	19
Rags			14
Rye		632	179
Stone, for cutting		6,535	
do wrought		126	
Seeds, all kinds	12	1	48
Steel			3
Sugar		2	4
Spirits	3	2	151
Tallow			1
Wheat	93,915	14,365	39,999
Wool			18
All other goods and merchandise not enumerated	105	34	1,435
Barrels, empty	40		133
Lumber, sawn	5,174	4,515	45,818
Staves and headings, barrel	15	7	
do pipe	124		
do West Indies	1,623	13	
do salt barrel	1	1	
Shingles			6
Timber, square, in vessels	11,586	33,669	
Woodenware	25		8
Total	183,899	113,801	238,467

A refund of 18 cents per ton was allowed on wheat, corn, pease, barley and rye passed down to Montreal, per O. C. 20th April, 1888.

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1889.	Tons.	Tons.	Tons.
Ashes, pot and pearl	107	5	
Coal		25,931	1,124
Corn	195,350	11,200	147,045
Crockery and earthenware		1	1
Fish		5	
Flour	6,841		5,017
Furniture		4	30
Horses	2		1
Iron, pig		613	
do all other			520
Lard and lard oil		5	19
Meal, all kinds	148		17,224
Meats other than pork	32	2	3
Molasses			88
Oats	320		27,492
Oil, in barrels	4	2	
Oil cake	798		
Potatoes			1
Pork	1,220	114	21
Rye	1,284	634	
Salt		316	
Stone, for cutting		6,784	
do wrought		11	2
do not suitable for cutting		375	1,681
Seeds, all kinds	3		151
Spirits, beer, &c	20	8	190
Tallow			13
Wheat	70,815	7,241	39,229
Wool			452
Merchandise	193	129	1,591
Barrels, empty			173
Lumber, sawn	6,118	4,669	71,055
Masts, spars, &c		220	
Railway ties		852	
Saw logs			158
Staves and headings, barrel		4	
do do pipe	202	304	
do do West India	68	559	
Shingles			51
Split posts, &c		17	
Timber, square	9,302	70,579	240
Woodenware, &c			2
Total	292,827	130,584	313,574

A refund of 18 cents per ton was allowed on wheat, corn, pease, barley and rye passed down to Montreal per Order in Council 18th March, 1889.

U.—COMPARATIVE Statement of the Quantity of Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1890.	Tons.	Tons.	Tons.
Ashes	70		
All other products, animal	14		
do vegetable	1		
Barley			6,519
Bricks			4
Coal		22,781	615
Corn	134,966	11,584	180,842
Fish	49		
Flour	3,065		9,204
Furniture	1	1	21
Glass, all kinds	1		
Horses	3		1
Iron, all other			1
Kyrolite		1,280	1,620
Lard and lard oil		5	30
Meal	222		20,482
Meats			15
Oats	479	73	27,030
Oil, in barrels	6		
Oil cake	2		
Paint			3
Pease			14
Pork	221	19	88
Potatoes			1
Rye	1,120	1	
Salt		701	
Stone, for cutting		5,761	
do wrought		639	18
Seeds, all kinds	2		135
Spirits, &c	26		228
Tallow	54		
Wheat	75,515	5,241	31,527
White lead			1
Merchandise	142	32	1,822
Barrels, empty			7
Firewood, in vessels		1,398	
Lumber, sawn, in vessels	3,195	3,767	47,590
do rafts	384		
Staves and headings, pipe		187	
do West Indies		36	
Shingles			14
Square timber, in vessels		73,112	
do rafts		17,683	
Woodenware	1		1
	219,539	144,301	327,833
Corn 16,033			
Oats 400			
	16,433		*16,433
Total	235,972	144,301	311,400

*This quantity of grain was transhipped at Ogdensburg and passed down the St. Lawrence canals to Montreal.

A refund of 18 cents Welland Canal tolls was allowed on wheat, Indian corn, pease, barley, rye (and oats for export), when shipped for Montreal or some port east of that point per Order in Council 26th February and 5th May, 1890.

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1891.	Tons.	Tons.	Tons.
Ashes	40		
Agricultural products	2		42
Barley			8,113
Corn	52,539	5,144	127,494
Coal		20,698	1,382
Flour	3,324		6,802
Fish			1
Furniture	2	2	7
Glass	1		1
Horses	2	2	3
Hay		21	
Iron, pig	371	128	
do all other		1,036	10
Lard and lard oil	100	16	10
Meal, all kinds	67		26,096
Meats, other than pork		1	2
Molasses		20	18
Oats			52,823
Oil			1
Pease	390		
Pork	201		73
Rags			60
Rye	64,978	969	
Seeds, all kinds	2		256
Salt		1,861	494
Stone for cutting		6,602	
do wrought		7	
Tobacco	1		
Tallow		9	8
Wheat	159,785	692	32,097
Staves, pipe		8	
Whisky and all other liquors	105	57	167
Wool			1,237
Merchandise	278	6	1,779
Kryolite		1,098	1,773
Lumber, in vessels	2,991	1,300	56,456
do in rafts	917		
Timber, square, in rafts	5,680	14,638	
Barrels			4
	291,776	54,315	317,209
Corn 12,169			
Wheat 5,648			
	17,817		*17,817
Total	309,593	54,315	299,392

*This quantity of grain was transhipped at Ogdensburg and passed down the St. Lawrence Canals to Montreal.

A refund of 18 cents a ton Welland Canal tolls on wheat, Indian corn, pease, barley, rye and (for export) oats, originally shipped for Montreal or some port east of Montreal, per Order in Council 25th March, 1891.

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, showing the Quantity to Montreal; the Quantity to Canadian ports between Port Dalhousie and Cornwall, and the Quantity to United States ports, Oswego, Ogdensburg, &c., on the south side of Lake Ontario, for the year 1892.

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1892.	Tons.	Tons.	Tons.
Ashes, pot and pearl	17	2	
Apples	54		
Barley			6,433
Corn	53,689	7,637	131,222
Coal		14,839	651
Flour	2,874		11,018
Fish	9		
Furniture	1		7
Hides and skins	20		
Horses	2		
Iron, railway		100	
do all other		765	1
Meal, all kinds	16		31,724
Meats, other than pork	94		29
Oats			36,935
Oil		7	
Pease	524		
Potatoes			1
Pork			44
Rye	9,119	273	
Salt		865	
Seeds, all kinds	75		50
Steel			1
Stone for cutting		1,264	
Sugar			20
Wheat	194,281	5,373	26,950
Whisky, beer, spirits, &c	6	15	46
Wool			70
Merchandise not enumerated	36	13	1,304
Barrels, empty	1		29
Lumber sawn, in vessels	1,678	150	83,403
Square timber	440	42,768	440
Staves and headings, pipe	8	89	
do do West India	200	76	
Shingles			25
Total	263,144	74,227	330,403
*Wheat	+4,341	—4,341	
Total	267,485	69,886	330,403

*This quantity of wheat was taken from Kingston to Ogdensburg and stored in elevators, and subsequently transhipped to Montreal.

A refund of 18 cents a ton, Welland Canal tolls, was allowed on wheat, Indian corn, pease, barley, rye, oats, flax seed and buckwheat, which passed down the whole length of the Welland and St. Lawrence Canals, to Montreal, or any port east of Montreal, and such products exported out of the country, and in such cases, only.

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, showing the Quantity to Montreal, the Quantity to Canadian ports between Port Dalhousie and Cornwall, and the Quantity to United States ports, Oswego, Ogdensburg, &c., on the south side of Lake Ontario for the season of navigation in 1893.

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1893.	Tons.	Tons.	Tons.
Ashes, pot and pearl	23		
Barley	600	1,110	16,751
Bricks		1,251	
Corn	278,564	5,752	156,776
Coal		17,944	2,123
Flour	5,514		6,588
Fish			5
Furniture			6
Horses	1	1	2
Iron pig			100
do all other			2
Meal, all kinds		1,025	36,352
Meats, other than pork			1
Oats	9,761	1,090	20,313
Pork			52
Rye	3,669	1	1
Salt		286	
Seeds, all kinds			16
Wheat	209,212	17,602	29,117
Whisky, beer, &c	1		83
Wool			80
Merchandise not enumerated	4	2	1,693
Barrels, empty			9
Firewood (in rafts)		15	
Lumber sawn, in vessels	667	1,981	123,665
Shingles			13
Square timber		45,605	
Staves and headings, barrel		12	
do pipe		7	
do West India		53	
Total	508,016	93,737	393,748

There was no rebate allowed of the Welland Canal toll on grain passed down to Montreal during the season of navigation in 1893.

The tolls were, however, reduced by Order in Council of 13th February, 1893, as follows:—"For the season of 1893, the canal toll for the passage of the following food products: wheat, Indian corn, peas, barley, rye, oats, flax seed and buckwheat, for passage eastward through the Welland Canal be ten cents per ton; and for passage eastward through the St. Lawrence Canals only, ten cents per ton, payment of the said toll of ten cents a ton for passage through the Welland Canal to entitle these products to free passage through the St. Lawrence Canals."

U.—STATEMENT showing the quantity of freight passed down the Welland Canal to Canadian Ports, &c.—*Continued.*

RECAPITULATION.

Articles.	Quantity passed to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on the South Side of Lake Ontario.
1884.	Tons.	Tons.	Tons.
Barley	38	52	
Corn	55,552	9,552	53,707
Oats	872		9,874
Rye	477		
Wheat	84,822	2,549	40,975
Total Grain	141,761	12,153	104,556
Other Articles	26,954	88,272	60,987
Total	168,715	100,425	165,543
1885.			
Barley			228
Corn	44,401	9,906	63,229
Oats			882
Pease	11		
Rye			
Wheat	52,157	2,003	53,235
Total Grain	96,569	11,909	117,574
Other Articles	36,399	113,853	55,759
Total	132,968	125,762	173,333
1886.			
Barley			
Corn	116,517	8,871	93,503
Oats		41	4,790
Pease	608		
Rye			
Wheat	86,815	969	53,258
Total Grain	203,940	9,881	151,551
Other Articles	40,574	108,246	82,703
Total	244,514	118,127	234,254
1887.			
Barley			1,709
Corn	24,609	6,898	83,431
*Oats			12,050
Pease	362		
Rye			
Wheat	160,063	4,940	37,678
Total Grain	185,034	11,838	134,868
Other Articles	28,800	55,794	69,447
Total	213,834	67,632	204,315

* There was no refund on oats for 1887, 1888 and 1889.

U.—STATEMENT showing the Quantity of Freight passed down the Welland Canal to Canadian Ports, &c.—*Concluded.*

RECAPITULATION—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on the south side of Lake Ontario.
1888.	Tons.	Tons.	Tons.
Barley			2
Corn	66,443	25,469	102,974
Oats			26,510
Pease		54	
Rye		632	179
Wheat	93,915	14,365	39,999
Total Grain	160,358	†40,520	169,664
Other Articles	23,541	73,281	68,803
Total	183,899	113,801	238,467
1889.			
Barley			
Corn	195,350	11,200	147,045
Oats	320		27,492
Pease			
Rye	1,284	634	
Wheat	70,815	7,241	39,229
Total Grain	267,769	19,075	213,766
Other Articles	25,158	111,509	99,808
Total	292,927	130,584	313,574
1890.			
Barley			6,519
Corn	150,999	11,584	180,842
Oats	879	73	27,030
Pease			14
Rye	1,120	1	
Wheat	75,515	5,241	31,527
Total Grain	228,513	16,899	‡245,932
Other Articles	7,459	127,402	81,901
Total	235,972	144,301	327,833
1891.			
Barley			8,113
Corn	52,539	5,144	127,494
Oats			52,823
Pease	390		
Rye	64,978	969	
Wheat	159,785	692	32,097
Total Grain	277,692	6,805	220,527
Transhipped at Ogdensburg to Montreal	† 17,817		– 17,817
Total	295,509		202,710
Other Articles	14,084	47,510	96,682
Grand Total	309,593	54,315	299,392

† Owing to a break in the Cornwall Canal, 14,921 tons of the above quantity of grain were transhipped to Montreal via Canadian Pacific and Grand Trunk Railways, and the refund of 18 cents per ton allowed.

‡ Of this quantity of grain, 16,433 tons were transhipped at Ogdensburg to Montreal.

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, &c.—*Concluded.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1892.	Tons.	Tons.	Tons.
Barley			6,433
Corn	53,689	7,637	131,222
Oats			36,935
Pease	524		
Rye	9,119	273	
Wheat	194,281	5,373	26,950
Total grain	257,613	13,283	201,540
Quantity taken to Ogdensburg and transhipped to Montreal	* 4,341	4,341	
Total	261,954	8,942	201,540
Other Articles	5,531	60,944	128,863
Total	267,485	69,886	330,403
1893.			
Barley	600	1,110	16,751
Corn	278,564	5,752	156,776
Oats	9,761	1,090	20,313
Pease			
Rye	3,669	1	1
Wheat	209,212	17,602	29,117
Total grain	501,806	25,555	222,958
Other Articles	6,210	68,182	170,790
Total	508,016	93,737	393,748

* This quantity of wheat was taken from Kingston to Ogdensburg and stored in elevators and subsequently transhipped to Montreal.

CANAL

COMPARATIVE Statement for Years ended

—	January.	February.	March.	April.	May.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Welland Canal, 1892		242 54		11,510 42	25,056 46
do 1893	5 00			6,826 13	29,142 22
Increase	5 00				4,085 76
Decrease		242 54		4,684 29	
St. Lawrence Canals, 1892				570 75	9,949 00
do 1893	800 00			259 96	9,487 81
Increase	800 00				
Decrease				310 79	461 19
Chambly Canal, 1892				19 45	3,463 15
do 1893				8 99	3,575 95
Increase					112 80
Decrease				10 46	
Rideau Canal, 1892			72 00	9 20	847 23
do 1893	2 00			2 00	660 00
Increase	2 00				
Decrease			72 00	7 20	187 23
Ottawa Canals, 1892				432 50	6,526 48
do 1893				0 70	6,122 68
Increase					
Decrease				431 80	403 80
St. Peter's Canal, 1892	31 10		1 06	180 14	254 58
do 1893	7 01			7 40	270 42
Increase					15 84
Decrease	24 09		1 06	172 74	
Trent Valley Canal, 1892				78 50	59 00
do 1893				2 78	58 07
Increase					
Decrease				75 72	0 93
Murray Canal, 1892				24 39	66 32
do 1893				17 80	72 22
Increase					5 90
Decrease				6 59	
Total increase	782 91				3,167 15
Total decrease		242 54	73 06	5,699 59	

REVENUE.

31st December, 1892 and 1893.

June.	July.	August.	September.	October.	November.	December.	Total.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
21,838 60	26,462 27	26,650 27	31,281 49	30,205 81	21,176 64	2,053 42	196,477 92
28,648 81	28,622 51	27,195 41	26,217 82	28,351 53	15,134 58	3,296 76	193,440 77
6,810 21	2,160 24	545 14				1,243 34	
.....			5,063 67	1,854 28	6,042 06		3,037 15
15,877 85	16,916 14	12,486 40	10,973 91	12,225 28	9,043 62	82 34	88,125 29
12,732 45	14,919 33	14,163 19	14,018 44	12,188 01	7,557 91	77 27	86,204 37
.....		1,676 79	3,044 53				
3,145 40	1,996 81			37 27	1,485 71	5 07	1,920 92
2,757 04	3,021 47	3,719 52	3,072 86	3,494 99	1,432 37		20,980 85
3,531 07	3,328 03	3,592 08	3,332 95	3,212 98	2,077 10		22,659 15
774 03	306 56		260 09		644 73		1,678 30
.....		127 44		282 01			
810 52	983 36	923 33	701 69	721 04	430 27	0 50	5,499 14
1,096 56	1,155 60	1,209 61	885 92	679 30	438 18		6,129 17
286 04	172 24	286 28	184 23		7 91		630 03
.....				41 74		0 50	
6,692 54	6,621 12	7,225 16	6,282 02	6,545 83	2,759 03		43,084 68
5,642 55	4,490 96	4,764 76	5,302 63	5,564 04	3,423 23		35,311 55
.....					664 20		
1,049 99	2,130 16	2,460 40	979 39	981 79			7,773 13
368 24	413 07	412 94	481 83	443 45	362 32	207 13	3,155 86
342 61	422 12	392 96	353 88	353 09	346 59	168 00	2,664 08
.....	9 05						
25 63		19 98	127 95	90 36	15 73	39 13	491 75
113 79	159 11	137 86	114 30	90 07	49 38		802 01
100 59	168 00	204 09	182 89	159 48	93 57		969 47
.....	8 89	66 23	68 59	69 41	44 19		167 46
13 20							
80 29	124 86	103 35	80 22	64 11	41 75		585 29
115 63	102 79	102 75	110 69	61 36	47 43	5 17	635 84
35 34			30 47		5 68	5 17	50 55
.....	22 07	0 60		2 75			
3,671 40						1,203 81	
.....	1,492 06	33 98	2,583 10	3,220 79	6,176 79		10,696 64

Total for year 1892.....	358,711 04
Total for year 1893	348,014 40

COMPARATIVE STATEMENT showing the quantity of Vegetable Food and Lumber passed through the Canals during the Years ended 31st December, 1892 and 1893.

	Vegetable Food.							—	
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	All other.	Lumber.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Welland Canal, 1892	17,048	232,019	192,548	6,433	37,173	9,392	32,815	86,072	613,500
do 1893	15,235	258,392	441,092	18,599	31,283	3,671	36,981	129,295	934,548
Increase		26,373	248,544	12,166			4,166	43,223	321,048
Decrease	1,813				5,890	5,721			
St. Lawrence Canals, 1892	8,546	262,890	59,340	9,340	44,294	10,119	54,597	37,475	486,601
do 1893	13,889	236,010	287,783	2,547	28,343	5,841	42,700	47,108	664,221
Increase	5,343		228,443					9,633	177,620
Decrease		26,880		6,793	15,951	4,278	11,897		
Chambly Canal, 1892	285				3,034		907	91,464	95,690
do 1893	480			98	1,141		832	72,386	74,937
Increase	195			98					
Decrease					1,893		75	19,078	20,753
Rideau Canal, 1892	369	65	20	82	1,551	81	463	29,622	32,253
do 1893	369	182	17	18	289	34	160	34,487	35,556
Increase		117						4,865	3,303
Decrease			3	64	1,262	47	303		
Ottawa Canals, 1892	26	28	4	76	4,579	57	1,749	469,727	476,246
do 1893	14	8	2		2,309	70	571	382,442	385,416
Increase						13			
Decrease	12	20	2	76	2,270		1,178	87,285	90,830

St. Peters Canal, 1892	2,215							4,572	6,787
do 1893	1,541							4,831	6,372
Increase								259	
Decrease	674								415
Trent Valley Canal, 1892								1,537	1,537
do 1893		5						1,153	1,158
Increase		5							
Decrease								384	379
Murray Canal, 1892	41	765		573	51	34	1,983	2,539	5,986
do 1893	55	414		38	16	19	1,508	987	3,037
Increase	14								
Decrease		351		535	35	15	475	1,552	2,949
Total increase	3,053		476,982	4,796					386,645
Total decrease		756			27,301	10,048	9,762	50,319	
Total for year, 1892									1,718,600
do 1893									2,105,245

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, April 30th, 1894.

APPENDIX A.

No. (A) 1.—GENERAL STATEMENT showing the Quantity of each Article transported on the Welland Canal, and the Amount of Revenue collected during the Season of Navigation in 1893.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
												$ cts.	$ cts.	$ cts.
Ashes, pot and pearl		20					3			23	23		4 60	4 60
Apples		235								235	235		5 89	5 89
Agricultural products not enumerated, vegetable	4	195		400					4	595	599	08	25 46	25 54
Agricultural products not enumerated, animal														
Agricultural implements														
Barley	138	1,710				16,751			138	18,461	18,599	20 70	1,846 10	1,866 80
Bricks		40	42					1,251	42	1,291	1,333	6 30	254 20	260 50
Bones														
Brimstone					727				727		727	109 05		109 05
Cement and water lime	2,349								2,349		2,349	220 22		220 22
Clay, lime and sand		215	7						7	215	222	1 05	13 63	14 68
Coal					204,704	2,123	8,325	17,944	213,029	20,067	233,096	42,605 80	4,013 40	46,619 20
Corn						198,777		242,315		441,092	441,092		44,109 20	44,109 20
Cattle														
Cotton (raw)					225				225		225	33 75		33 75
Crockery and earthenware	13								13		13	1 95		1 95
Dye wood and dye stuffs														
Fish			56			5			56	5	61	8 40	1 00	9 40
Flax and hemp														
Flour		3,130				6,588		5,514		15,232	15,232		2,498 66	2,498 66
Furniture			10		1	6			11	6	17	1 65	1 20	2 85
Gypsum														
Glass (all kinds)	6		20						26		26	3 90		3 90
Hay (pressed)														
Hogs														
Horses	15	12	1			2			16	14	30	45	1 08	1 53
Hides and skins, horns and hoofs					30				30		30	4 50		4 50

Ice													
Iron, railway	6							6		6	90		90
do pig				90	100			90	100	190	13 50	20 00	33 50
do all other	567	1,045	119	152	2			838	1,047	1,885	95 66	205 78	301 44
Iron ore													
Kryolite chemical ore and other ore, except iron													
Lard and lard oil													
Meal, all kinds		4			36,352				36,356	36,356		7,270 80	7,270 80
Meats, other than pork					1				1	1		0 20	0 20
Marble				2,152				2,152		2,152	322 80		322 80
Manilla				236				236		236	35 40		35 40
Molasses			5	598				603		603	90 45		90 45
Nails	2		15					17		17	2 55		2 55
Oats		342			23,870		7,071		31,283	31,283		3,128 30	3,128 30
Oil (in barrels)			3			6		9		9	1 35		1 35
Oil cake													
Pease		195	195						390	390		39 00	39 00
Potatoes													
Pork	1				52			1	52	53	0 15	10 40	10 55
Paint	1		25	13				39		39	5 85		5 85
Pitch and tar													
Rags													
Rye					864		2,807		3,671	3,671		367 10	367 10
Rosin													
Salt		372	2					2	372	374	0 30	59 50	59 80
Stone intended for cutting													
do wrought													
do not suitable for cutting, unwrought	360	150		4,153				4,513	150	4,663	437 81	9 38	447 19
Seeds, all kinds					16				16	16		3 20	3 20
Sheep													
Soda ash				28				28		28	4 20		4 20
Steel				267				267		267	40 05		40 05
Sugar	283		13	153				449		449	30 27		30 27
Spirits, beer, &c	8	1	23		83			31	84	115	4 13	16 80	20 93
Tobacco (raw)													
Tallow				124				124		124	18 60		18 60
Tin													
Turpentine													
Wheat	1,187	82,147	2	3,842	28,187		143,027	1,189	257,203	258,392	22 59	25,745 76	25,768 35
White lead													
Whiting													
Wool				55	80			55	80	135	8 25	16 00	24 25
All other goods and merchandise not enumerated	1,899	447	622	33,316	1,693		76	35,837	2,216	38,053	5,184 97	364 35	5,549 32
Bark													
Barrels, empty	32		42		9			74	9	83	14 68	1 80	16 48
Boat knees													

No. (A) 1.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
												$ cts.	$ cts.	$ cts.
Floats														
Firewood, in vessels	423	3,741	600						1,023	3,741	4,764	19 40	182 83	202 23
do rafts		15								15	15		1 00	1 00
Hoops														
Hop poles														
Lumber, sawn, in vessels	406	4,557		54,680		68,985		667	406	128,889	129,295	9 36	23,031 22	23,040 58
do do rafts														
Masts, spars, and telegraph poles, in vessels														
Masts, spars, and telegraph poles, in rafts		2								2	2		0 25	0 25
Railway ties, in vessels				114						114	114		2 25	2 25
do rafts														
Saw-logs	291	2,375		1,559					291	3,934	4,225	4 96	198 38	203 35
Staves and headings, barrel				564				12		576	576		46 76	46 76
do pipe								7		7	7		1 52	1 52
do W. India								53		53	53		9 82	9 82
Staves, salt barrel														
Shingles		23				13				36	36		18 86	18 86
Split posts and fence rails, in vessels														
Split posts and fence rails, in rafts														
Timber, square, in vessels		2,440						43,165		45,605	45,605		6,837 05	6,837 05
do rafts														
Traverses														
Woodenware and wood partly manufactured	1	2			84				85	2	87	34 00	0 40	34 40
Total freight paying tolls.	7,992	103,415	1,607	61,354	247,108	384,559	8,331	463,912	265,038	1,013,240	1,278,278	49,419 98	120,363 14	169,783 12

Articles having paid full Tolls on the St. Lawrence Canals, Free.											
Cement and water lime	1,813		1,356						3,169		3,169
Crockery and earthenware	3		95						98		98
Fish			465						465		465
Flour	3								3		3
Glass, all kinds	90		275						365		365
Iron, railway	5,918		658						6,576		6,576
do pig			25						25		25
do all other	112		431						543		543
Molasses	31		12						43		43
Nails	175		297						472		472
Oil, in barrels	24		20						44		44
Paint	63		7						70		70
Pitch and tar			26						26		26
Salt			995						995		995
Soda ash			68						68		68
Spirits, beer &c.	20		6						26		26
Steel	3		423						426		426
Stone, wrought			14						14		14
Sugar	753		1,465						2,218		2,218
Tin			34						34		34
White lead			35						35		35
Whiting	17		14						31		31
Merchandise	386		413						799		799
Grand total freight	17,403	103,415	8,741	61,354	247,108	384,559	8,331	463,912	281,583	1,013,240	1,294,823

Total tolls on vessels	11,475 30	11,781 95	23,257 25
do passengers	120 76	115 01	235 77
do free goods $2,481 75			
Total tolls	61,016 04	132,260 10	193,276 14
Fines			47 50
Damages			40 00
Other receipts			77 13
Total revenue exclusive of hydraulic rents	61,016 04	132,260 10	193,440 77

B. H. TEAKLES,
Compiler af Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th April, 1894.

APPENDIX A—*Continued.*

No. (A) 2.—STATEMENT showing the Quantity of each Article of Through Freight transported on the Welland Canals, and the Amount of Tolls Collected thereon, during the Season of Navigation in 1893.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
												$ cts.	$ cts.	$ cts.
Ashes pot and pearl		20						3		23	23		4 60	4 60
Apples														
Agricultural products, not enumerated, vegetable														
Agricultural products, not enumerated, animal														
Agricultural implements														
Barley	138	1,710				16,751			138	18,461	18,599	20 70	1,846 10	1,866 80
Bricks			42					1,251	42	1,251	1,293	6 30	250 20	256 50
Bones														
Brimstone					727				727		727	109 05		109 05
Cement and water lime														
Clay, lime and sand,			7						7		7	1 05		1 05
Coal					204,704	2,123	8,325	17,944	213,029	20,067	233,096	42,605 80	4,013 40	46,619 20
Corn						198,777		242,315		441,092	441,092		44,109 20	44,109 20
Cattle														
Cotton (raw)					225				225		225	33 75		33 75
Crockery and earthenware	13								13		13	1 95		1 95
Dye wood and dye stuffs														
Fish			56			5			56	5	61	8 40	1 00	9 40
Flax and hemp														
Flour						6,588		5,514		12,102	12,102		2,420 40	2,420 40
Furniture			10		1	6			11	6	17	1 65	1 20	2 85
Gypsum														
Glass (all kinds)	6		20						26		26	3 90		3 90
Hay (pressed)														
Hogs														
Horses		2	1			2			1	4	5	15	80	95
Hides and skins, horns and hoofs					30				30		30	4 50		4 50
Ice														

Iron, railway	6							6		6	90		90	
do pig					90	100		90	100	190	13 50	20 00	33 50	
do all other	338	1,025	119		152	2		609	1,027	1,636	91 35	205 40	296 75	
do ore														
Kryolite chemical ore and other ore, except iron														
Lard and lard oil														
Meal, all kinds						36,352			36,352	36,352		7,270 40	7,270 40	
Meat, other than pork						1			1	1		0 20	0 20	
Marble					2,152			2,152		2,152	322 80		322 80	
Manilla					236			236		236	35 40		35 40	
Molasses			5		598			603		603	90 45		90 45	
Nails	2		15					17		17	2 55		2 55	
Oats		223				23,870	7,071		31,164	31,164		3,116 40	3,116 40	
Oil (in barrels)			3				6	9		9	1 35		1 35	
Oil cake														
Pease														
Potatoes														
Pork	1					52		1	52	53	0 15	10 40	10 55	
Paint	1		25		13			39		39	5 85		5 85	
Pitch and tar														
Rags														
Rye						864	2,807		3,671	3,671		367 10	367 10	
Rosin														
Salt		286	2					2	286	288	0 30	57 20	57 50	
Stone, intended for cutting														
do wrought														
do not suitable for cutting, unwrought					4,153			4,153		4,153	415 30		415 30	
Seeds, all kinds						16			16	16		3 20	3 20	
Sheep														
Soda ash					28			28		28	4 20		4 20	
Steel					267			267		267	40 05		40 05	
Sugar			13		153			166		166	24 90		24 90	
Spirits, beer, &c.	4	1	23			83		27	84	111	4 05	16 80	20 85	
Tobacco (raw)														
Tallow					124			124		124	18 60		18 60	
Tin														
Turpentine														
Wheat		81,964	2	2,753		28,187	143,027	2	255,931	255,933	0 30	25,594 50	25,594 80	
White lead														
Whiting														
Wool					55	80		55	80	135	8 25	16 00	24 25	
All other goods and merchandise not enumerated	430		588		33,316	1,693	6	34,334	1,699	36,033	5,150 10	339 80	5,489 90	
Bark														
Barrels, empty	32		42			9		74	9	83	14 68	1 80	16 48	
Boat knees														
Floats														
Firewood, in vessels														

No. (A) 2.—STATEMENT showing the Quantity of each Article of Through Freight, &c.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
												$ cts.	$ cts.	$ cts.
Firewood in rafts		15								15	15		1 00	1 00
Hoops														
Hop poles														
Lumber, sawn, in vessels		1,981		54,680		68,985		667		126,313	126,313		22,716 01	22,716 01
do rafts														
Masts, spars, and telegraph poles, in vessels														
Masts, spars, and telegraph poles, in rafts														
Railway ties, in vessels														
do rafts														
Saw-logs														
Staves and headings, barrel								12		12	12		1 76	1 76
do pipe								7		7	7		1 52	1 52
do W. India								53		53	53		9 82	9 82
Staves, salt barrel														
Shingles						13				13	13		8 81	8 81
Split posts and fence rails, in vessels														
Split posts and fence rails, in rafts														
Timber, square, in vessels		2,440						43,165		45,605	45,605		6,837 05	6,837 05
do rafts														
Traverses														
Woodenware and wood partly manufactured	1				84				85		85	34 00		34 00
Total freight paying tolls.	972	89,667	973	57,433	247,108	384,559	8,331	463,842	257,384	995,501	1,252,885	49,076 23	119,242 07	168,318 30
Articles having paid full toll on the St. Lawrence Canals, free :—														
Cement and water lime	1,813		1,356						3,169		3,169			
Crockery and earthenware	3		95						98		98			

Fish			465						465		465			
Flour	3								3		3			
Glass, all kinds	90		275						365		365			
Iron, railway	5,918		658						6,576		6,576			
do pig			25						25		25			
do all other	112		431						543		543			
Molasses	31		12						43		43			
Nails	175		297						472		472			
Oil	24		20						44		44			
Paint	63		7						70		70			
Pitch and tars			26						26		26			
Salt			995						995		995			
Soda ash			68						68		68			
Spirits, beer, &c	20		6						26		26			
Steel	3		423						426		426			
Stone, wrought			14						14		14			
Sugar	753		1,465						2,218		2,218			
Tin			34						34		34			
White lead			35						35		35			
Whiting	17		14						31		31			
Merchandise	336		413						799		799			
Kryolite having paid full toll on the Rideau Canal														
Grand total freight	10,383	89,667	8,107	57,433	247,108	384,559	8,331	463,842	273,929	995,501	1,269,430			

Total tolls on vessels	11,125 66	11,394 94	22,520 60
do passengers	7 20	9 40	16 60
do free goods $2,481 75			
Total through tolls	60,209 09	130,646 41	190,855 50

B. H. TEAKLES,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th April, 1894.

APPENDIX A—*Continued.*

No. (A) 3. STATEMENT showing the Quantity of each Article of Way Freight transported on the Welland Canal and the Amount of Tolls collected thereon during the Season of Navigation in 1893.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
												$ cts.	$ cts.	$ cts.
Ashes, pot and pearl														
Apples		235								235	235		5 89	5 89
Agricultural products not enumerated, vegetable	4	195		400					4	595	599	0 08	25 46	25 54
Agricultural products not enumerated, animal														
Agricultural implements														
Barley														
Bricks		40								40	40		4 00	4 00
Bones														
Brimstone														
Cement and water lime	2,349								2,349		2,349	220 22		220 22
Clay, lime and sand		215								215	215		13 63	13 63
Coal														
Corn														
Cattle														
Cotton, raw														
Crockery and earthenware														
Dye wood and dye stuffs														
Fish														
Flax and hemp														
Flour		3,130								3,130	3,130		78 26	78 26
Furniture														
Gypsum														
Glass, all kinds														
Hay, pressed														
Hogs														
Horses	15	10							15	10	25	0 30	0 28	0 58
Hides and skins, horns and hoofs														
Ice														

Iron, railway														
do pig														
do all other	229	20							229	20	249	4 31	0 38	4 69
do ore														
Kryolite chemical ore and other ore, except iron														
Lard and lard oil														
Meal, all kinds		4								4	4		40	40
Meats, other than pork														
Marble														
Manilla														
Molasses														
Nails														
Oats		119								119	119		11 90	11 90
Oil (in barrels)														
Oil cake														
Pease		195		195						390	390		39 00	39 00
Potatoes														
Pork														
Paint														
Pitch and tar														
Rags														
Rye														
Rosin														
Salt		86								86	86		2 30	2 30
Stone, intended for cutting														
do wrought														
do not suitable for cutting, unwrought	360	150							360	150	510	22 51	9 38	31 89
Seeds, all kinds														
Sheep														
Soda ash														
Steel														
Sugar	283								283		283	5 37		5 37
Spirits, beer, &c	4								4		4	08		08
Tobacco (raw)														
Tallow														
Tin														
Turpentine														
Wheat	1,187	183		1,089					1,187	1,272	2,459	22 29	151 26	173 55
White lead														
Whiting														
Wool														
All other goods and merchandise, not enumerated	1,469	447	34					70	1,503	517	2,020	34 87	24 55	59 42
Bark														
Barrels, empty														
Boat knees														

No. (A) 3.- STATEMENT showing the Quantity of each Article of Way Freight transported, &c.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
												$ cts.	$ cts.	$ cts.
Floats														
Fire wood, in vessels	423	3,741	600						1,023	3,741	4,764	19 40	182 83	202 23
do rafts														
Hoops														
Hop poles														
Lumber, sawn, in vessels	406	2,576							406	2,576	2,982	9 36	315 21	324 57
do rafts														
Masts, spars, and telegraph poles, in vessels														
Masts, spars, and telegraph poles, in rafts		2								2	2		0 25	0 25
Railway ties, in vessels				114						114	114		2 25	2 25
do rafts														
Saw-logs	291	2,375		1,559					291	3,934	4,225	4 96	198 30	203 35
Staves and headings, barrel				564						564	564		45 00	45 00
do do pipe														
do do W. India														
Staves, salt barrel														
Shingles		23								23	23		10 05	10 05
Split posts and fence rails, in vessels														
Split posts and fence rails, in rafts														
Timber, square, in vessels														
do rafts														
Traverses														
Woodenware and wood partly manufactured		2								2	2		0 40	0 40
Total freight paying tolls	7,020	13,748	634	3,921				70	7,654	17,739	25,393	343 75	1,121 07	1,464 82

Total tolls on vessels	349 64	387 01	736 65
do passengers	113 56	105 61	219 17
Total way tolls...$	806 95	1,613 69	2,420 64

B. H. TEAKLES,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th April, 1894.

APPENDIX A—*Continued.*

No. (A) 4.—STATEMENT showing the Quantity of each Article transported on the St. Lawrence Canals, and the Amount of Revenue collected during the Season of Navigation in 1893.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
												$ cts.	$ cts.	$ cts.
Ashes, pot and pearl		3								3	3		0 60	0 60
Apples	43	2,340							43	2,340	2,383	4 28	336 64	340 92
Agricultural products not enumerated, vegetable	1,356	535							1,356	535	1,891	85 66	67 40	153 06
Agricultural products not enumerated, animal	45	2,140		389			43	518	88	3,047	3,135	5 14	442 67	447 81
Agricultural implements	95	4							95	4	99	11 27	0 40	11 67
Barley	143	1,804							143	1,804	1,947	3 58	98 64	102 22
Bricks	11,606	279					256		11,862	279	12,141	473 04	12 72	485 76
Bones		83		378						461	461		60 03	60 03
Brimstone	386	1					6		392	1	393	38 41	0 15	38 56
Buckwheat		3,278								3,278	3,278		167 18	167 18
Cement and water lime	6,022	19	1,005						7,027	19	7,046	955 34	0 89	956 23
Clay, lime and sand	25,146	11,361					2,870		28,016	11,361	39,377	1,090 81	674 68	1,765 49
Coal		17,643				757		147,970		166,370	166,370		23,266 62	23,266 62
Corn	11	5,059						4,149	11	9,208	9,219	0 73	722 50	723 23
Cattle	28	180							28	180	208	1 46	13 14	14 60
Cotton (raw)	4								4		4	0 30		0 30
Crockery and earthenware	138	61	95						233	61	294	43 30	12 20	55 50
Dye wood and dye stuffs	77						106		183		183	12 95		12 95
Fish	867	29							867	29	896	99 90	1 48	101 38
Flax and hemp	92								92		92	13 80		13 80
Flour	877	7,490				8			877	7,498	8,375	60 91	758 14	819 05
Furniture	317	801						2	317	803	1,120	42 43	124 65	167 08
Gypsum	1,832	5							1,832	5	1,837	23 20	0 19	23 39
Glass (all kinds	440	155	271				16		727	155	882	140 58	17 90	158 48
Hay (pressed)	247	1,306							247	1,306	1,553	9 49	87 66	97 15
Hogs		37								37	37		5 06	5 06
Horses	168	278	1			1			169	279	448	9 91	18 49	28 40
Hides and skins, horn and hoofs		7								7	7		0 56	0 56

Ice														
Iron, railway	5,596	104	1,058						6,654	104	6,758	995 44	11 85	1,007 29
do pig	2,579	70	137						2,716	70	2,786	320 55	2 63	323 18
do all other	14,032	2,086	205	3			162		14,399	2,089	16,488	838 62	87 76	926 38
Iron ore														
Kryolite chemical ore and other ore, except iron														
Lard and lard oil	216	155							216	155	371	29 57	8 70	38 27
Meal, all kinds	81	799							81	799	880	5 34	36 14	41 48
Meats, other than pork	13	38							13	38	51	1 09	4 93	6 02
Marble	1						15		16		16	85		85
Manilla	67								67		67	13 18		13 18
Molasses	423	71	12				322		757	71	828	84 30	3 55	87 85
Nails	1,174	1,229	297						1,471	1,229	2,700	283 27	61 80	345 07
Oats	391	18,191							391	18,191	18,582	9 97	648 94	658 91
Oil (in barrels)	544	243	1		5	11	58	4	608	258	866	93 15	38 70	131 85
Oil cake	1								1		1	04		04
Pease	110	39,145						33	110	39,178	39,288	2 76	1,831 63	1,834 39
Potatoes	28	121							28	121	149	2 77	17 42	20 19
Pork	234	66							234	66	360	23 03	3 94	26 97
Paint	356	338	2				10		368	338	706	68 54	23 20	91 74
Pitch and tar	91	38	26				296		413	38	451	32 49	1 90	34 39
Rags	122	192							122	192	314	12 69	37 50	50 19
Rye		1,888						284		2,172	2,172		194 80	194 80
Rosin	201	51					1,339		1,540	51	1,591	84 65	2 55	87 20
Salt	4,335	29	1,122						5,457	29	5,486	665 56	1 15	666 71
Stone intended for cutting	310	1					4		314	1	315	12 64	08	12 72
do wrought	629	48	14				1,412		2,055	48	2,103	133 69	2 40	136 09
do not suitable for cutting, unwrought		6,154								6,154	6,154		131 40	131 40
Seeds, all kinds	5,525	565					20		5,545	565	6,110	214 78	22 91	237 69
Sheep	5	112							5	112	117	34	8 95	9 29
Soda ash	658	53	68				15		741	53	794	143 11	5 95	149 06
Steel	940	24	3						943	24	967	140 21	1 68	141 89
Sugar	5,149	43	1,419	308			314		6,882	351	7,233	1,298 72	38 20	1,336 92
Spirits, beer, &c	328	431	6						334	431	765	55 29	81 80	137 09
Tobacco (raw)	13	1					3		16	1	17	1 51	15	1 66
Tallow	18	6					23		41	6	47	3 37	57	3 94
Tin	311	23	34				1		346	23	369	62 62	1 75	64 37
Turpentine	5	34					1		6	34	40	84	1 70	2 54
Wheat	1,252	25,375			6			165	1,258	25,540	26,798	62 68	1,360 58	1,423 26
White lead	65								65		65	12 07		12 07
Whiting	184	13	49						233	13	246	46 01	65	46 66
Wool	3	1							3	1	4	23	08	31
All other goods and merchandise not enumerated	6,968	3,080	415	4	176	433	292	5	7,851	3,522	11,373	1,159 54	501 65	1,661 19
Bark					4				4		4	20		20
Barrels, empty	165	81			10				175	81	256	28 35	6 12	34 47
Boat knees														

Free articles, having paid full tolls on the Welland Canal:											
Ashes		23							23	23	
Barley		600							600	600	
Corn		237,147						41,417	278,564	278,564	
Flour		4,796						718	5,514	5,514	
Horses		1							1	1	
Oats		6,204						3,557	9,761	9,761	
Rye		1,851						1,818	3,669	3,669	
Wheat		184,559						24,653	209,212	209,212	
Whisky and other spirits		1							1	1	
Merchandise		4							4	4	
Lumber, sawn, in vessels		667							667	667	
Coal, free, per Order in Council	69,702		410		20		38,132		108,264	108,264	
Articles free for canal construction, Order in Council, 1884:—											
Coal		690							690	690	
Clay, lime and sand	240							240		240	
Iron, all other	100							100		100	
Lumber, sawn, in vessels	167							167		167	
do rafts	42							42		42	
Timber, square, in vessels	900							900		900	
Traverses	25							25		25	
Grand total, freight	216,612	657,436	9,987	1,901	221	1,210	45,716	225,293	272,536	885,840	1,158,376

Total tolls on vessels		11,211 07	9,046 00	20,257 07
do passengers		686 03	2,298 38	2,984 41
do free goods	$57,305 37			
Total tolls		23,223 72	45,025 41	68,249 13
Fines				70 00
Damages				15 00
Wharfage and storage				2,733 30
Other receipts				15,136 94
Total revenue, exclusive of hydraulic rents				86,204 37

B. H. TEAKLES.
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th April, 1894.

APPENDIX A—*Continued.*

No. (A) 5.—STATEMENT showing the Quantity of each Article of Through Freight transported on the St. Lawrence Canals, and the Amount of Tolls collected on the same during the Season of Navigation in 1893.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
												$ cts.	$ cts.	$ cts.
Ashes, pot and pearl		3								3	3		0 60	0 60
Apples	3	2,190							3	2,190	2,193	0 45	328 50	328 95
Agricultural products not enumerated, vegetables	303	367							303	367	670	45 45	55 05	100 50
Agricultural products not enumerated, animal	1	1,978						386	1	2,364	2,365	0 15	354 60	354 75
Agricultural implements														
Barley		628								628	628		62 80	62 80
Bricks	164								164		164	24 60		24 60
Bones		73								73	73		10 95	10 95
Brimstone	11	1							11	1	12	1 65	0 15	1 80
Buckwheat		1,136								1,136	1,136		113 60	113 60
Cement and water lime	4,246		1,005						5,251		5,251	787 65		787 65
Clay, lime and sand	213	1,951							213	1,951	2,164	31 95	292 65	324 60
Coal		14,954						132,185		147,139	147,139		22,070 85	22,070 85
Corn		2,636						3,399		6,035	6,035		603 50	603 50
Cattle		8								8	8		1 20	1 20
Cotton (raw)														
Crockery and earthenware	65	61	95						160	61	221	32 00	12 20	44 20
Dye wood and dye stuffs	15								15		15	3 00		3 00
Fish	558	1							558	1	559	83 70	0 15	83 85
Flax and hemp	92								92		92	13 80		13 80
Flour	7	4,166							7	4,166	4,173	1 05	624 90	625 95
Furniture	100	554						2	100	556	656	20 00	111 20	131 20
Gypsum	2								2		2	0 30		0 30
Glass (all kinds)	396	60	271						667	60	727	133 40	12 00	145 40
Hay (pressed)		106								106	106		15 90	15 90
Hogs		29								29	29		4 35	4 35
Horses	7	40							7	40	47	1 05	6 00	7 05
Hides and skins, horns and hoofs														

Ice														
Iron, railway	5,571	4	1,058					6,629	4	6,633	994 35	0 60	994 95	
do pid	1,642		137					1,779		1,779	266 85		266 85	
do all other	2,017	33	205					2,222	33	2,255	333 30	4 95	338 25	
Iron ore														
Kryolite chemical ore and other ore, except iron														
Lard and lard oil	169	23						169	23	192	25 35	3 45	28 80	
Meal, all kinds		26							26	26		3 90	3 90	
Meats, other than pork		31							31	31		4 65	4 65	
Marble														
Manilla	63							63		63	12 60		12 60	
Molasses	98		12					110		110	22 00		22 00	
Nails	884	2	297					1,181	2	1,183	236 20	0 40	236 60	
Oats		1,878							1,878	1,878		187 80	187 80	
Oil, in barrels	291	167	1					292	167	459	58 40	33 40	91 80	
Oil cake														
Pease		10,828					33		10,861	10,861		1,095 15	1,095 15	
Potatoes	11	95						11	95	106	1 65	14 25	15 90	
Pork	4	12						4	12	16	0 60	1 80	2 40	
Paint	294	37	2					296	37	333	59 20	7 40	66 60	
Pitch and tar	25		26					51		51	10 20		10 20	
Rags	4	183						4	183	187	0 80	36 60	37 40	
Rye		1,586					284		1,870	1,870		187 25	187 25	
Rosin	1							1		1	0 20		0 20	
Salt	1,719		1,122					2,841		2,841	426 15		426 15	
Stone, intended for cutting	1							1		1	0 15		0 15	
do wrought			14					14		14	2 80		2 80	
do not suitable for cutting, unwrought		80							80	80		6 60	6 60	
Seeds, all kinds	51	10						51	10	61	7 65	1 50	9 15	
Sheep		6							6	6		0 90	0 90	
Soda ash	608	22	68					676	22	698	135 20	4 40	139 60	
Steel	925	5	3					928	5	933	139 20	0 75	139 95	
Sugar	4,427	35	1,419					5,846	35	5,881	1,169 20	7 00	1,176 20	
Spirits, beer, &c	123	395	6					129	395	524	25 80	79 00	104 80	
Tobacco, raw	2	1						2	1	3	0 30	0 15	0 45	
Tallow	14	3						14	3	17	2 10	0 45	2 55	
Tin	200	4	34					234	4	238	46 80	0 80	47 60	
Turpentine	2							2		2	0 40		0 40	
Wheat		8,841					165		9,006	9,006		900 60	900 60	
White lead	51							51		51	10 20		10 20	
Whiting	161		49					210		210	42 00		42 00	
Wool														
All other goods and merchandise not enumerated	3,017	1,944	413					3,430	1,944	5,374	686 00	388 80	1,074 80	
Bark														
Barrels, empty	142	3						142	3	145	26 06	0 42	26 48	
Boat knees														
Floats														

No. (A) 5.—STATEMENT showing the Quantity of each Article of Through Freight transported, etc.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
												$ cts.	$ cts.	$ cts.
Firewood, in vessels		1,320								1,320	1,320		88 00	88 00
do rafts														
Hoops														
Hop poles														
Lumber, sawn, in vessels	590	901							590	901	1,491	53 10	81 00	134 10
do rafts														
Mats, spars, and telegraph poles, in vessels														
Mats, spars, and telegraph poles, in rafts														
Railway ties, in vessels														
do rafts														
Saw logs														
Staves and headings, barrel														
do do pipe														
do do West India														
Staves, salt barrel														
Shingles														
Split posts and fence rails, in vessels														
Split posts and fence rails, in rafts														
Timber, square, in vessels	456								456		456	22 80		22 80
do rafts														
Traverses														
Woodenware and wood partly manufactured	28	5							28	5	33	11 20	1 40	12 60
Total freight paying tolls	29,774	59,422	6,237					136,454	36,011	195,876	231,887	6,009 01	27,824 52	33,833 53

Free articles having paid full tolls on the Welland Canal:—															
Ashes, pot and pearl		23								23	23				
Barley		600								600	600				
Corn		237,147						41,417		278,564	278,564				
Flour		4,796						718		5,514	5,514				
Horses		1								1	1				
Lumber, sawn, in vessels		667								667	667				
Merchandise, not enumerated		4								4	4				
Oats		6,204						3,557		9,761	9,761				
Rye		1,851						1,818		3,669	3,669				
Wheat		184,559						24,653		209,212	209,212				
Whiskey, and all other spirits		1								1	1				
Coal, free per Order in Council	1,985		300						2,285		2,285				
Grand total freight	31,759	495,275	6,537					208,617	38,296	703,892	742,188				
												Total through tolls on vessels	7,501 05	7,522 13	15,023 18
												do passengers	264 95	1,609 80	1,874 75
												do free goods $51,416 20			
												Total through tolls	13,775 01	36,956 45	50,731 46

R. H. TEAKLES,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th April, 1894.

APPENDIX A—*Continued.*

No. (A) 6.—STATEMENT showing the Quantity of each Article of Way Freight transported on the St. Lawrence Canals, and the Amount of Tolls collected thereon during the Season of Navigation in 1893.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tolls.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
												$ cts.	$ cts.	$ cts.
Ash, pot and pearl														
Apples	40	150							40	150	190	3 83	8 14	11 97
Agricultural products, not enumerated, vegetable	1,053	168							1,053	168	1,221	40 21	12 35	52 56
Agricultural products, not enumerated, animal	44	162		389			43	132	87	683	770	4 99	88 07	93 06
Agricultural implements	95	4							95	4	99	11 27	0 40	11 67
Barley	143	1,176							143	1,176	1,319	3 58	35 84	39 42
Bricks	11,442	279					256		11,698	279	11,977	448 41	12 72	461 16
Bones		10		378						388	388		49 08	49 08
Brimstone	375						6		381		381	36 76		36 76
Buckwheat		2,142								2,142	2,142		53 58	53 58
Cement and water lime	1,776	19							1,776	19	1,795	167 69	0 89	168 58
Clay, lime and sand	24,933	9,410					2,870		27,803	9,410	37,213	1,058 86	382 03	1,440 89
Coal		2,689				757		15,785		19,231	19,231		1,195 77	1,195 77
Corn	11	2,423						759	11	3,173	3,184	0 73	119 00	119 73
Cattle	28	172							28	172	200	1 46	11 94	13 40
Cotton (raw)	4								4		4	0 30		0 30
Crockery and earthenware	73								73		73	11 30		11 30
Dye wood and dye stuffs	62						106		168		168	9 95		9 95
Fish	309	28							309	28	337	16 20	1 33	17 53
Flax and hemp														
Flour	870	3,324				8			870	3,332	4,202	59 86	133 24	193 10
Furniture	217	247							217	247	464	22 43	13 45	35 88
Gypsum	1,830	5							1,830	5	1,835	22 90	0 19	23 09
Glass (all kinds)	44	95					16		60	95	155	7 18	5 90	13 08
Hay (pressed)	247	1,200							247	1,200	1,447	9 49	71 76	81 25
Hogs		8								8	8		0 71	0 71
Horses	161	238	1			1			162	239	401	8 86	12 49	21 35

Hides and skins, horns and hoofs		7								7	7		0 56	0 56
Ice														
Iron, railway	25	100							25	100	125	1 09	11 25	12 34
do pig	937	70							937	70	1,007	53 70	2 63	56 33
do all other	12,015	2,053		3			162		12,177	2,056	14,233	505 32	82 81	588 13
Iron ore														
Kyrolite chemical ore and other ore, except iron														
Lard and lard oil	47	132							47	132	179	4 22	5 25	9 47
Meal, all kinds	81	773							81	773	854	5 34	32 24	37 58
Meats, other than pork	13	7							13	7	20	1 09	28	1 37
Marble	1						15		16		16	85		0 85
Manilla	4								4		4	58		0 58
Molasses	325	71					322		647	71	718	62 30	3 55	65 85
Nails	290	1,227							290	1,227	1,517	47 07	61 40	108 47
Oats	391	16,313							391	16,313	16,704	9 97	461 14	471 11
Oil (in barrels)	253	76			5	11	58	4	316	91	407	34 75	5 30	40 05
Oil cake	1								1		1	04		0 04
Pease	110	28,317							110	28,317	28,427	2 76	736 48	739 24
Potatoes	17	26							17	26	43	1 12	3 17	4 29
Pork	230	54							230	54	284	22 43	2 14	24 57
Paint	62	301					10		72	301	373	9 34	15 80	25 14
Pitch and tar	66	38					296		362	38	400	22 29	1 90	24 19
Rags	118	9							118	9	127	11 89	90	12 79
Rye		302								302	302		7 55	7 55
Rosin	200	51					1,339		1,539	51	1,590	84 45	2 55	87 00
Salt	2,616	29							2,616	29	2,645	239 41	1 15	240 56
Stone, intended for cutting	309	1					4		313	1	314	12 49	08	12 57
do wrought	629	48					1,412		2,041	48	2,089	130 89	2 40	133 29
do not suitable for cutting, unwrought		6,074								6,074	6,074		124 80	124 80
Seeds, all kinds	5,474	555					20		5,494	555	6,049	207 13	21 41	228 54
Sheep	5	106							5	106	111	34	8 05	8 39
Soda ash	50	31					15		65	31	96	7 91	1 55	9 46
Steel	15	19							15	19	34	1 01	93	1 94
Sugar	722	8		308			314		1,036	316	1,352	129 52	31 20	160 72
Spirits, beer, &c.	205	36							205	36	241	29 49	2 80	32 29
Tobacco (raw)	11						3		14		14	1 21		1 21
Tallow	4	3					23		27	3	30	1 27	12	1 39
Tin	111	19					1		112	19	131	15 82	95	16 77
Turpentine	3	34					1		4	34	38	44	1 70	2 14
Wheat	1,252	16,534			6				2,158	16,534	17,792	62 68	459 98	522 66
White lead	14								14		14	1 87		1 87
Whiting	23	13							23	13	36	4 01	65	4 66
Wool	3	1							3	1	4	23	08	0 31
All other goods and merchandise, not enumerated	3,951	1,136	2	4	176	433	292	5	4,421	1,578	5,999	473 54	112 85	586 39
Bark					4				4		4	20		0 20
Barrels, empty	23	78			10				33	78	111	2 29	5 70	7 99
Boat knees														

No. (A) 6.—General Statement showing the Quantity of each Article transported, &c.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
												$ cts.	$ cts.	$ cts.
Floats	3,790	3,524							3,790	3,524	7,314	64 05	61 53	125 58
Firewood, in vessels	2,831	3,639							2,831	3,639	6,470	48 94	79 97	128 91
do rafts														
Hoops														
Hop poles														
Lumber, sawn, in vessels	28,815	11,979	3,337	819					32,152	12,798	44,950	929 33	418 55	1,347 88
do rafts														
Masts, spars and telegraph poles, in vessels														
Masts, spars and telegraph poles, in rafts	10	18,032							10	18,032	18,042	50	451 50	452 00
Railway ties, in vessels	1,524	4							1,524	4	1,528	30 43	07	30 50
do rafts	554								554		554	11 07		11 07
Saw-logs	2,441	11,108							2,441	11,108	13,549	48 50	253 66	302 16
Staves and headings, barrel														
do pipe														
do W. India		116								116	116		4 35	4 35
Staves, salt barrel		62								62	62		1 24	1 24
Shingles	4								4		4	46		46
Split posts and fence rails, in vessels														
Split posts and fence rails, in rafts	2								2		2	32		32
Timber, square, in vessels	190	720							190	270	910	5 17	9 76	14 93
do rafts	1,112	4,900							1,112	4,900	6,012	25 50	127 50	153 00
Traverses		8,760								8,760	8,760		21 85	21 85
Woodenware and wood partly manufactured	26	26							26	26	52	4 70	4 35	9 05
Total freight paying tolls	115,662	161,471	3,340	1,901	201	1,210	7,584	16,676	126,787	181,258	308,045	5,317 61	5,856 51	11,174 12
Coal, free per Order in Council	67,717		110		20		38,132		105,979		105,979			

Free articles for canal construction, per Order in Council, 1884:														
Clay, lime and sand	240								240		240			
Coal		690								690	690			
Iron, all other	100								100		100			
Lumber, sawn, in vessels	167								167		167			
do rafts	42								42		42			
Timber, square, in vessels	900								900		900			
Traverses	25								25		25			
Grand total freight	184,853	162,161	3,450	1,901	221	1,210	45,716	16,676	234,240	181,948	416,188			
Total way tolls, on vessels												3,710 02	1,523 87	5,233 89
do passengers												421 08	688 58	1,109 66
do free goods											$5,889 17			
Total way tolls												9,448 71	8,068 96	17,517 67

B. H. TEAKLES,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, April 30th, 1894.

APPENDIX A—*Continued.*

No. (A) 7.—GENERAL STATEMENT showing the Quantity of each Article transported on the Ottawa Canals and the Amount of Revenue collected during the season of Navigation in 1893.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												$ cts.
Ashes, pot and pearl												
Apples		40								40	40	2 08
Agricultural products not enumerated, vegetable		16								16	16	1 55
" " animal		1,077								1,077	1,077	102 95
Agricultural implements		10								10	10	1 90
Barley												
Bricks		30								30	30	1 80
Bones												
Brimstone												
Buckwheat		8								8	8	0 51
Cement and water lime		7								7	7	0 69
Clay, lime and sand		9,287								9,287	9,287	231 63
Coal												
Corn		2								2	2	0 12
Cattle		446								446	446	29 54
Cotton (raw)												
Crockery and earthenware	1	1							1	1	2	0 29
Dye wood and dye stuffs												
Fish												
Flax and hemp												
Flour	2	12							2	12	14	0 92
Furniture	9	19							9	19	28	3 24
Gypsum												
Glass (all kinds)	1	3							1	3	4	0 67
Hay (pressed)		3,051								3,051	3,051	289 15
Hogs		43								43	43	3 44
Horses	15	171							15	171	186	8 71
Hides and skins, horns and hoofs		10								10	10	0 96
Ice												
Iron, railway		9								9	9	0 52

" pig												
" all other	1	154						1	154	155	4	64
Iron ore												
Kryolite chemical ore and other ore, except iron		125							125	125	6	25
Lard and lard oil		4							4	4	0	32
Meals, all kinds		3							3	3	0	30
Meat, other than pork												
Marble												
Manilla												
Molasses	1							1		1	0	10
Nails	1							1		1	0	10
Oats		2,309							2,309	2,309	165	16
Oil (in barrels)	1	2						1	2	3	0	20
Oil cake												
Pease		334							334	334	24	10
Potatoes		194							194	194	13	78
Pork	2	11						2	11	13	0	94
Paint												
Pitch and tar												
Rags		18							18	18	3	42
Rye		70							70	70	6	76
Rosin												
Salt												
Stone, intended for cutting												
do wrought												
do not suitable for cutting, unwrought												
Seeds, all kinds		23							23	23	2	20
Sheep		309							309	309	24	05
Soda ash		1							1	1	0	19
Steel												
Sugar	1	1						1	1	2	0	29
Spirits, beer, &c	2	1						2	1	3	0	38
Tobacco (raw)												
Tallow		59							59	59	3	85
Tin	1							1		1	0	10
Turpentine												
Wheat		8							8	8	0	78
White lead												
Whiting												
Wool		4							4	4	0	23
All other goods and merchandise not enumerated	37	327						37	327	364	15	39
Bark												
Barrels, empty		54							54	54	5	72
Boat knees												
Floats	400	58,690						400	58,690	59,090	596	61
Firewood, in vessels	270	38,493		540				270	39,033	39,303	1,506	57
do rafts		480							480	480	4	80
Hoops		4							4	4	0	37
Hop poles												
Lumber, sawn, in vessels	101	307,927		74,402				101	382,329	382,430	27,983	58

No. (A) 7.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Total
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												$ cts.
Lumber, sawn, in rafts		12								12	12	0 21
Masts, spars, and telegraph poles, in vessels		5								5	5	0 42
do do rafts												
Railway ties, in vessels		76		26						102	102	16 00
do rafts		132								132	132	7 00
Saw-logs	200	10,832							200	10,832	11,032	237 82
Staves and headings, barrel												
do pipe												
do West India												
Staves, salt barrel												
Shingles	3	137		549					3	686	689	53 84
Split posts and fence rails, in vessels												
do do rafts		2								2	2	1 02
Timber, square, in vessels		900								900	900	21 82
do rafts		3,680								3,680	3,680	39 69
Traverses		460								460	460	1 15
Woodenware and wood partly manufactured												
Total freight paying tolls	1,049	440,083		75,517					1,049	515,600	516,649	31,955 82
Free per Order in Council, 27th June, 1890.												
Floats		33,830								33,830	33,830	
Firewood, in rafts		2,568								2,568	2,568	
Lumber, sawn, in rafts		739								739	739	
Masts and spars, &c., in rafts		400								400	400	
Split posts, &c., in rafts		18								18	18	
Square timber do		16,552								16,552	16,552	
Saw-logs		10,385								10,385	10,385	
Traverses		380								380	380	
Grand total freight	1,049	504,955		75,517					1,049	580,472	581,521	

Total tolls on vessels		3,173 97
do passengers		153 76
do free goods	$741 13	
Fines		
Other receipts		28 00
Total revenue exclusive of hydraulic rents		35,311 55

B. H. TEAKLES,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, April 30th, 1894.

APPENDIX A—*Continued.*

No. (A) 8.—GENERAL STATEMENT showing the Quantity of each Article transported on the Chambly Canal and the amount of Revenue collected during the Season of Navigation in 1893.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												$ cts.
Ashes, pot and pearl												
Apples		390						396		786	786	59 37
Agricultural products not enumerated, vegetable												
do do animal												
Agricultural implements												
Barley		98								98	98	3 28
Bricks	466	80						344	466	424	890	80 88
Bones			388						388		388	38 80
Brimstone												
Cement and water lime								12		12	12	1 40
Clay, lime and sand	143							4,610	143	4,610	4,753	551 98
Coal	2	144						97,743	2	97,887	97,889	9,599 94
Corn												
Cattle	25	100							25	100	125	4 54
Cotton, raw												
Crockery and earthenware	2	2						9	2	11	13	1 18
Dye wood and dye stuffs								79		79	79	7 90
Fish												
Flax and hemp												
Flour	480								480		480	16 19
Furniture								1		1	1	0 10
Gypsum												
Glass, all kinds								1		1	1	0 10
Hay, pressed	46	7,099	121						167	7,099	7,266	252 92
Hogs												
Horses	20	47							20	47	67	2 51
Hides and skins, horns and hoofs												
Ice												
Iron, railway												
do pig												

do all other	12		3					23	15	23	38	3 00
do ore												
Kryolite chemical ore and other ore, except iron												
Lard and lard oil												
Meal, all kinds												
Meats, other than pork												
Marble												
Manilla												
Molasses	2							115	2	115	117	11 58
Nails												
Oats	54	1,081						6	54	1,087	1,141	38 50
Oil (in barrels)	1							77	1	77	78	7 74
Oil cake												
Pease		18								18	18	0 61
Potatoes	26	2							26	2	28	2 09
Pork		1								1	1	0 04
Paint												
Pitch and tar								345		345	345	34 50
Rags												
Rye												
Rosin								2,084		2,084	2,084	208 40
Salt	302							145	302	145	447	19 76
Stone, intended for cutting												
do wrought								129		129	129	12 90
do not suitable for cutting, unwrought												
Seeds, all kinds								5		5	5	0 50
Sheep		102								102	102	3 68
Soda ash												
Steel												
Sugar			2,092					1,913	2,092	1,913	4,005	400 50
Spirits, beer, etc												
Tobacco (raw)								3		3	3	0 30
Tallow												
Tin												
Turpentine								1		1	1	0 10
Wheat												
White lead												
Whiting												
Wool												
All other goods and merchandise not enumerated	348	263	1,200					633	1,548	896	2,444	199 53
Bark												
Barrels, empty	15	7							15	7	22	0 75
Boat knees												
Floats												
Firewood, in vessels	420	2,190	110,830						111,250	2,190	113,440	3,731 73
do rafts												
Hoops												
Hop poles												
Lumber, sawn, in vessels	3,488	248	68,650						72,138	248	72,386	4,241 97
do rafts												

No. (A) 8.—GENERAL STATEMENT showing the Quantity of each Article transported on the Chambly Canal, &c.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												$ cts.
Masts, spars, and telegraph poles, in vessels												
do do do rafts												
Railway ties, in vessels	3,160								3,160		3,160	252 21
do rafts												
Saw-logs												
Staves and headings, barrel												
do do pipe												
do do West India												
Staves, salt barrel												
Shingles	25								25		25	4 00
Split posts and fence rails, in vessels	3								3		3	0 40
do do do rafts												
Timber, square, in vessels												
do rafts												
Traverses												
Woodenware and wood partly manufactured												
Total freight paying tolls	9,040	11,872	183,284					108,674	192,324	120,546	312,870	19,795 88
Total tolls on vessels												2,767 03
do passengers												86 24
Fines												10 00
Total revenue, exclusive of hydraulic rents												22,659 15

B. H. TEAKLES,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, April 30th, 1894.

No. (A) 9.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—*Continued.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to Uuited States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												$ cts.
Kyrolite chemical ore and other ore, except iron	23	757							23	757	780	39 00
Lard and lard oil	19	10							19	10	29	0 74
Meal, all kinds	4	24							4	24	28	0 78
Meats, other than pork	5								5		5	0 13
Marble	3	1							3	1	4	0 35
Manilla												
Molasses	96	4							96	4	100	8 95
Nails	226	6							226	6	232	23 22
Oats		289								289	289	11 32
Oil (in barrels)	138	165							138	165	303	28 66
Oil cake	1	9							1	9	10	0 38
Pease		29								29	29	0 74
Potatoes	21	25							21	25	46	1 53
Pork	229	12							229	12	241	5 96
Paint	24	1							24	1	25	2 43
Pitch and tar	25								25		25	2 18
Rags	4	35							4	35	39	4 91
Rye		34								34	34	1 50
Rosin												
Salt	1,742	255							1,742	255	1,997	53 72
Stone, intended for cutting	21	21							21	21	42	1 55
do wrought	1	2							1	2	3	0 27
do not suitable for cutting, unwrought		1,148								1,148	1,148	28 82
Seeds, all kinds	21								21		21	0 50
Sheep												
Soda ash	17	2							17	2	19	1 69
Steel	16	7							16	7	23	0 54
Sugar	610	81						2	610	83	693	65 42
Spirits, beer, &c	61	59							61	59	120	10 63
Tobacco (raw)	1								1		1	0 03
Tallow		5								5	5	0 12
Tin	9								9		9	0 80
Turpentine												
Wheat		182								182	182	1 37
White lead	8	1							8	1	9	0 90

Whiting	14								14		14	1	22
Wool	3								3		3	0	08
All other goods and merchandise not enumerated	786	467	3	1				3	789	471	1,260	119	89
Bark	70								70		70	1	64
Barrels, empty	48	23							48	23	71	5	65
Boat knees													
Floats	1,200	61							1,200	61	1,261	22	65
Firewood, in vessels	31,750	1,518	2,511	257					34,261	1,775	36,036	716	61
do rafts													
Hoops													
Hop poles	73								73		73	10	50
Lumber, sawn, in vessels	19,346	4,844	8,762	1,465					28,108	6,309	34,417	1,549	46
do rafts	15	55							15	55	70	2	66
Masts, spars, and telegraph poles, in vessels													
do do rafts													
Railway ties, in vessels	4,374	140							4,374	140	5,414	493	82
do rafts	119								119		119	12	67
Saw logs	182								182		182	4	16
Staves and headings, barrel													
do pipe													
do West India													
Staves, salt barrel													
Shingles	129	61							129	61	190	31	65
Split posts and fence rails, in vessels	9								9		9	1	39
do do rafts	4								4		4	0	51
Timber, square, in vessels													
do rafts	140	40							140	40	180	3	38
Traverses	600								600		600	3	80
Woodenware and wood partly manufactured	1	2							1	2	3	0	28
Total freight paying tolls	65,422	15,769	11,406	1,723				7,089	76,828	24,581	101,409	3,984	61
Coal, free, per Order in Council	2,825								2,825		2,825		
Grand total freight	68,247	15,769	11,406	1,723				7,089	79,653	24,581	104,234		

Total tolls on vessels		1,651 12
do passengers		137 66
do free coal	$ 75 41	
Wharfage and storage		162 54
Other receipts		193 24
Total revenue exclusive of hydraulic rents		6,129 17

B. H. TEAKLES,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, April 30th, 1894.

APPENDIX A.—*Continued.*

No. (A) 10.—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Peter's Canal, and the Amount of Revenue collected during the Season of Navigation in 1893.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												$ cts.
Fish	87	1,795							87	1,795	1,882	18 82
Flour	1,029	25					487		1,516	25	1,541	15 41
Coal	65	26,866							65	26,866	26,931	269 31
Lumber	3,211	1,620							3,211	1,620	4,831	48 31
Agricultural products	2,950	4,681							2,950	4,681	7,631	76 31
Other merchandise	3,327	239		1,220			4		3,331	1,459	4,790	47 90
Total freight paying tolls	10,669	35,226		1,220			491		11,160	36,446	47,606	476 06
											Total tolls on vessels	2,188 02
											Total revenue	2,664 08

B. H. TEAKLES,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th April, 1894.

No. (A) 11.—GENERAL STATEMENT showing the Quantity of each Article transported on the Trent Valley Canals, and the Amount of Revenue collected during the Season of Navigation in 1893.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												$ cts.
Ashes, pot and pearl												
Apples												
Agricultural products not enumerated, vegetable												
do do animal												
Agricultural implements												
Barley												
Bricks		9								9	9	0 27
Bones												
Brimstone												
Cement and water lime												
Clay, lime and sand												
Coal												
Corn												
Cattle												
Cotton (raw)												
Crockery and earthenware												
Dye wood and dye stuffs												
Fish												
Flax and hemp												
Flour	70								70		70	0 70
Furniture												
Gypsum												
Glass (all kinds)												
Hay (pressed)												
Hogs	9								9		9	0 13
Horses												
Hides and skins, horns and hoofs												
Ice												
Iron, railway												
do pig												
do all other		32								32	32	0 32
Iron ore												

No. (A) 11.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—*Continued.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												$ cts.
Kryolite chemical ore and other ore, except iron												
Lard and lard oil												
Meal, all kinds												
Meats, other than pork												
Marble												
Manilla												
Molasses												
Nails												
Oats												
Oil (in barrels)												
Oil cake												
Pease												
Potatoes												
Pork												
Paint												
Pitch and tar												
Rags												
Rye												
Rosin												
Salt												
Stone intended for cutting												
do wrought												
do not suitable for cutting, unwrought	165	578							165	578	743	3 50
Seeds, all kinds												
Sheep												
Soda ash												
Steel												
Sugar												
Spirits, beer, &c												
Tobacco (raw)												
Tallow												
Tin												
Turpentine												
Wheat	5								5		5	0 (5)
White lead												

Whiting													
Wool													
All other goods and merchandise not enumerated	37	66							37	66	103	2	82
Bark	79								79		79	3	05
Barrels, empty													
Boat knees													
Floats	1,322	1,062							1,322	1,062	2,384	23	99
Firewood, in vessels	16,245	2,703							16,245	2,703	18,948	201	04
do rafts													
Hoops													
Hop poles													
Lumber, sawn, in vessels	962	177							962	177	1,139	23	54
do rafts		14								14	14	0	32
Masts, spars, and telegraph poles, in vessels													
do do rafts	366	1,620							366	1,620	1,986	20	99
Railway ties, in vessels													
do rafts	104	13							104	13	117	4	63
Saw-logs	3,596	553							3,596	553	4,149	37	50
Staves and headings, barrel													
do pipe													
do West India													
Staves, salt barrel													
Shingles	249								249		249	21	84
Split posts and fence rails, in vessels,													
do do rafts	1	2							1	2	3	0	13
Timber, square, in vessels													
do rafts		1,180								1,180	1,180	22	00
Traverses													
Woodenware and wood partly manufactured													
Total freight paying tolls	23,210	8,009							23,210	8,009	31,219	366	82

Total tolls on vessels	428 95
do passengers	87 45
Other receipts	86 25
Total tolls exclusive of hydraulic rents	969 47

B. H. TEAKLES,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, April 30th, 1894.

APPENDIX A—*Continued.*

No. (A) 12 —GENERAL STATEMENT showing the Quantity of each Article transported on the Murray Canal, and the Amount of Revenue collected during the Season of Navigation in 1893.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												$ cts.
Ashes, pot and pearl												
Apples	52	376							52	376	428	8 13
Agricultural products not enumerated, vegetable	31	231						6	31	237	268	5 10
do do animal	9	2							9	2	11	0 21
Agricultural implements	1								1		1	0 03
Barley		38								38	38	0 72
Bricks	15								15		15	0 29
Bones												
Brimstone												
Buckwheat	50	41							50	41	91	1 71
Cement and water lime	348								348		348	6 55
Clay, lime and sand	3								3		3	0 06
Coal							374	1,609	374	1,609	1,983	37 22
Corn												
Cattle												
Cotton (raw)												
Crockery and earthenware	41	14	26						67	14	81	2 04
Dye wood and dye stuffs												
Fish	19	1							19	1	20	0 38
Flax and hemp												
Flour	9	46							9	46	55	1 05
Furniture	106	10	13					12	119	22	141	3 78
Gypsum												
Glass (all kinds)	28	4	38						66	4	70	1 78
Hay (pressed)												
Hogs												
Horses	12	4	6						18	4	22	0 44
Hides and skins, horns and hoofs			6						6		6	0 12
Ice												
Iron, railway								2		2	2	0 04
do pig	404								404		404	7 60
do all other	200	1						5	200	6	206	5 02

Iron ore												
Kryolite chemical ore and other ore, except iron												
Lard and lard oil	16							16		16	0	31
Meal, all kinds	1	4						1	4	5	0	10
Meats, other than pork		6							6	6	0	12
Marble												
Manilla												
Molasses	4							4		4	0	10
Nails	52		58					110		110	0	71
Oats		16							16	16	0	30
Oil (in barrels)	37	90					30	37	120	157	3	99
Oil cake												
Pease	63	1,012						63	1,012	1,075	20	22
Potatoes												
Pork												
Paint	6	16						6	16	22	0	56
Pitch and tar												
Rags	10		7				15	17	15	32	0	81
Rye		19							19	19	0	36
Rosin												
Salt	2		163				122	165	122	287	5	43
Stone, intended for cutting												
do wrought												
do not suitable for cutting, unwrought	570							570		570	5	70
Seeds, all kinds		18							18	18	0	34
Sheep												
Soda ash	21							21		21	0	53
Steel	1							1		1	0	02
Sugar	844	20						844	20	864	21	63
Spirits, beer, &c	11	36						11	36	47	1	19
Tobacco (raw)												
Tallow												
Tin		1							1	1	0	03
Turpentine		2							2	2	0	05
Wheat	120	294						120	294	414	7	79
White lead	6							6		6	0	15
Whiting	4							4		4	0	10
Wool												
All other goods and merchandise, not enumerated	2,043	441	5	1			4	2,048	446	2,494	62	62
Bark												
Barrels, empty												
Boat knees												
Floats												
Fire wood, in vessels	183		72					255		255	2	13
do rafts												
Hoops												
Hop poles												
Lumber, sawn, in vessels	87	683	217					304	683	987	11	09
do rafts												
Masts spars, and telegraph poles, in vessels												

No. (A) 12.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												$ cts.
Masts, spars and telegraph poles, in rafts												
Railway ties, in vessels												
do rafts												
Saw logs												
Staves and headings, barrel												
do pipe												
do West India												
Staves, salt barrel												
Shingles	7		47						54		54	4 51
Split posts and fence rails, in vessels												
do do rafts												
Timber, square, in vessels												
do rafts		4,600								4,600	4,600	57 50
Traverses												
Woodenware and wood partly manufactured												
Total freight paying tolls	5,476	8,026	658	1			374	1,805	6,508	9,832	16,340	292 66
											Total tolls on vessels	228 64
											do passengers	114 54
											Total revenue, exclusive of hydraulic rent	635 84

B. H. TEAKLES,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th April, 1894.

STATEMENT OF TRAFFIC

APPENDIX A—

No. (A) 13.—STATEMENT of Traffic on the undermentioned Canals, and

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
Class No. 1.		$ cts.		$ cts.		$ cts.
Canadian vessels, steam	355,865	3,786 62	702,165	4,321 59	74,372	250 91
United States vessels, steam	753,640	11,251 41	18,296	136 20	160	2 36
Canadian vessels, sail	137,730	2,816 69	1,307,237	15,221 50	46,976	575 04
Other Foreign vessels, sail			300	11 25		
United States vessels, sail	240,508	5,402 53	76,807	566 53	152,575	1,938 72
Total, class No. 1	1,487,743	23,257 25	2,104,805	20,257 07	274,083	2,767 03
Class No. 2.	No.		No.		No.	
Passengers	23,035	235 77	66,472	2,984 41	5,133	86 24
Class No. 3.	Tons.		Tons.		Tons.	
Bricks	1,333	260 50	12,141	485 76	890	80 88
Brimstone	727	109 05	393	38 56		
Cement and water lime	2,349	220 22	7,046	956 23	12	1 40
Clay, lime and sand	222	14 68	39,377	1,765 49	4,753	551 98
Fish	61	9 40	896	101 38		
Gypsum			1,837	23 39		
Iron, railway	6	0 90	6,758	1,007 29		
do pig	190	33 50	2,786	323 18		
do all other	1,885	301 44	16,488	926 38	38	3 00
Salt	374	59 80	5,486	666 71	447	19 76
Steel	267	40 05	967	141 89		
Stone, for cutting			315	12 72		
Apples	235	5 89	2,383	340 92	786	59 37
Barley	18,599	1,8 6 80	1,947	102 22	98	3 28
Buckwheat			3,278	167 18		
Corn	441,092	44,109 20	9,219	723 23		
Cotton, raw	225	33 75	4	0 30		
Flax and hemp			92	13 80		
Flour	15,232	2,498 66	8,375	819 05	480	16 19
Hay, pressed			1,553	97 15	7,266	252 92
Meals, all kinds	36,356	7,270 80	880	41 48		
Oil cake			1	0 04		
Oats	31,283	3,128 30	18,582	658 91	1,141	38 50
Pease	390	39 00	39,288	1,834 39	18	0 61
Potatoes			149	20 19	28	2 09
Rye	3,671	367 10	2,172	194 80		
Seeds, all kinds	16	3 20	6,110	237 69	5	0 50
Tobacco, raw			17	1 66	3	0 30
Wheat	258,392	25,768 35	26,798	1,423 26		
All other agricultural products, vegetable	599	25 54	1,891	153 06		
Bones			461	60 03	388	38 80
Cattle			208	14 60	125	4 54
Hogs			37	5 06		
Hides and skins, horns and hoofs	30	4 50	7	0 56		
Horses	30	1 53	448	28 40	67	2 51
Lard and lard oil			371	38 27		
Meats (other than pork)	1	0 20	51	6 02		
Pork	53	10 55	300	26 97	1	04
Sheep			117	9 29	102	3 68
Tallow	124	18 60	47	3 94		
Wool	135	24 25	4	0 31		
All other agricultural products, animal			3,135	447 81		
Total, class No. 3	813,877	86,225 76	222,415	13,919 57	16,648	1,080 35

Continued.

the Amount of Tolls collected during the Season of Navigation in 1893.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	$ cts.		$ cts.		$ cts.		$ cts.		$ cts.
168,995	187 13	140,086	572 66	94,684	687 25	39,003	780 06	37,395	287 96
492	2 25	188	3 08	956	20 55	2,854	57 08		
7,539	34 95	156,001	2,162 22	65,742	717 56	60,822	1,216 44	39,142	140 99
.....									
793	4 31	17,771	436 01	14,533	225 76	6,722	134 44		
177,819	228 64	314,046	3,173 97	175,915	1,651 12	109,401	2,188 02	76,537	428 95
No.		No.		No.		No.		No.	
10,525	114 54	13,828	153 76	6,119	137 66			9,077	87 45
Tons.		Tons.		Tons.		Tons.		Tons.	
15	0 29	30	1 80	309	9 54			9	0 27
.....									
348	6 55	7	0 69	992	23 90				
3	0 06	9,287	231 63	744	19 64				
20	0 38			103	2 49	1,882	18 82		
.....				4	0 10				
2	0 04	9	0 52						
404	7 60			289	10 86				
266	5 02	155	4 64	889	24 33			32	32
287	5 43			1,997	53 72				
1	0 02			23	0 54				
.....				42	1 55				
428	8 13	40	2 08	57	1 40				
38	0 72			18	0 45				
91	1 71	8	0 51						
.....		2	0 12	17	0 46				
.....									
.....									
55	1 05	14	0 92	369	10 45	1,541	15 41	70	0 70
.....		3,051	289 15	230	9 63				
5	0 10	3	0 30	28	0 78				
.....				10	0 38				
16	0 30	2,309	165 16	289	11 32				
1,075	20 22	334	24 10	29	0 74				
.....		194	13 78	46	1 53				
19	0 36	70	6 76	34	1 50				
18	0 34	23	2 20	21	0 50				
.....				1	0 03				
414	7 79	8	0 78	182	4 37			5	0 05
268	5 10	16	1 55	184	8 49	7,631	76 31		
.....				16	0 54				
.....		446	29 54	9	0 27				
.....		43	3 44					9	0 13
6	0 12	10	0 96	6	0 21				
22	0 44	186	8 71	20	0 63				
16	0 31	4	0 32	29	0 74				
6	0 12			5	0 13				
.....		13	0 94	241	5 96				
.....		309	24 05						
.....		59	3 85	5	0 12				
.....		4	0 23	3	0 08				
11	0 21	1,077	102 95	217	7 31				
3,834	72 41	17,711	921 68	7,458	214 69	11,054	110 54	125	1 47

No. (A) 13.—STATEMENT of Traffic on the undermentioned Canals, and

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
Class No. 4.		$ cts.		$ cts.		$ cts.
Ashes, pot and pearl	23	4 60	3	0 60		
Agricultural implements			99	11 67		
Crockery and earthenware	13	1 95	294	55 50	13	1 18
Dye woods and dye stuffs			183	12 95	79	7 90
Furniture	17	2 85	1,120	167 08	1	10
Glass (all kinds)	26	3 90	882	158 48	1	10
Marble	2,152	322 80	16	0 85		
Manilla	236	35 40	67	13 18		
Molasses	603	90 45	828	87 85	117	11 58
Nails	17	2 55	2,700	345 07		
Oil (in barrels)	9	1 35	866	131 85	78	7 74
Paint	39	5 85	706	91 74		
Pitch and tar			451	34 39	345	34 50
Rags			314	50 19		
Rosin			1,591	87 20	2,084	208 40
Soda ash	28	4 20	794	149 06		
Sugar	449	30 27	7,233	1,336 92	4,005	400 50
Stone (wrough)			2,103	136 09	129	12 90
Tin			369	64 37		
Turpentine			40	2 54	1	10
White lead			65	12 07		
Whiting			246	46 66		
Whiskey and all other spirits	115	20 93	765	137 09		
Merchandise (not enumerated)	38,053	5,549 32	11,373	1,661 19	2,444	199 53
Total, class No. 4	41,780	6,076 42	33,108	4,794 59	9,297	884 53
Class No 5.						
Bark			4	20		
Barrels, empty	83	16 48	256	34 47	22	0 75
Boat knees						
Floats			7,314	125 58		
Firewood, in vessels	4,744	202 23	7,790	216 91	113,440	3,731 73
do rafts	15	1 00				
Lumber sawn, in vessels	129,295	23,040 58	46,441	1,481 98	72,386	4,241 97
do rafts						
Hoops						
Railway ties, in vessels	114	2 25	1,528	30 50	3,160	252 21
do rafts			554	11 87		
Masts, spars and telegraph poles, in vessels						
Masts, spars and telegraph poles, in rafts	2	0 25	18,042	452 00		
Square timber, in vessels	45,605	6,837 05	1,366	37 73		
do rafts			6,012	153 00		
Woodenware and wood partly manufactured	87	34 40	85	21 65		
Shingles	36	18 86	4	0 46	25	4 00
Split posts and fence rails, in vessels					3	0 40
do do rafts			2	0 32		
Saw-logs	4,225	203 35	13,549	302 16		
Staves and headings, barrel	576	46 76				
do do pipe	7	1 52				
do do West India	53	9 82	116	4 35		
do do salt barrel			62	1 24		
Traverses			8,760	21 85		
Hop poles						
Total, Class No. 5	184,862	30,414 55	111,885	2,895 47	189,036	8,231 06

the Amount of Tolls collected—*Continued.*

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	$ cts.		$ cts.		$ cts.		$ cts.		$ cts.
				2	0 35				
1	0 03	10	1 90	149	15 52				
81	2 04	2	0 29	101	9 89				
141	3 78	28	3 24	60	5 99				
70	1 78	4	0 67	47	4 22				
				4	0 35				
4	0 10	1	0 10	100	8 95				
110	2 71	1	0 10	232	23 22				
157	3 99	3	0 20	303	28 66				
22	0 56			25	2 43				
				25	2 18				
32	0 81	18	3 42	39	4 91				
21	0 53	1	0 19	19	1 69				
864	21 63	2	0 29	693	65 42				
				3	0 27				
1	0 03	1	0 10	9	0 80				
2	0 05								
6	0 15			9	90				
4	0 10			44	1 32				
47	1 19	3	0 38	120	10 63				
2,494	62 62	364	55 39	1,260	119 89	4,790	47 90	103	2 82
4,057	102 10	438	66 27	3,214	307 49	4,790	47 90	103	2 82
				70	1 64			79	3 05
		54	5 72	71	5 65				
		59,090	596 61	1,261	22 65			2,384	23 99
255	2 13	39,303	1,506 57	36,036	716 61			18,948	201 04
		480	4 80						
987	11 09	382,430	27,983 58	34,417	1,549 46	4,831	48 31	1,139	23 54
		12	0 21	70	2 66			14	0 32
		4	0 37						
		102	16 00	4,514	493 82				
		132	7 00	119	12 67			117	4 63
		5	0 42						
								1,986	20 99
		900	21 82						
4,600	57 50	3,680	39 69	180	3 38			1,180	22 00
				3	0 28				
54	4 51	689	538 84	190	31 65			249	21 84
				9	1 39				
		2	1 02	4	0 51			3	0 13
		11,032	237 82	182	4 16			4,149	37 50
		460	1 15	600	3 80				
				73	10 50				
5,896	75 23	498,375	30,961 62	77,799	2,860 83	4,831	48 31	30,248	359 03

No. (A) 13.—STATEMENT of Traffic on the undermentioned

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
Special Class.		$ cts.		$ cts.		$ cts.
Coal	233,096	46,619 20	166,370	23,266 62	97,889	9,599 94
Kryolite or chemical ore						
Iron ore						
Stone, unwrought, not suitable for cutting	4,663	447 19	6,154	131 40		
Ice						
Total, Special Class	237,759	47,066 39	172,524	23,398 02	97,889	9,599 94
Total freight and tolls	1,278,278	193,276 14	539,932	68,249 13	312,870	22,649 15
Timber and other wood, free			1,801	88 21		
Wheat, corn, flour, iron, salt, coal, &c., free	16,545	2,481 75	616,643	57,217 16		
Grand Totals, passengers and tonnage of vesseles not included	1,294,823	195,757 89	1,158,376	125,554 50	312,870	22,649 15

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th April, 1894.

Canals, and the Amount of Tolls collected, &c.—*Concluded.*

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canal.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tons.	Tons.	Tolls.	Tons.	Tolls.
	$ cts.		$ cts.		$ cts.		$ cts.		$ cts.
1,983	37 22			11,010	533 78	26,931	269 31		
.....		125	6 25	780	39 00				
.....									
570	5 70			1,148	28 82			743	3 50
.....									
2,553	42 92	125	6 25	12,938	601 60	26,931	269 31	743	3 50
16,340	635 84	516,649	35,283 55	101,409	5,773 39	47,606	2,664 08	31,219	883 22
.....		64,872	741 13						
.....				2,825	75 41				
16,340	635 84	581,521	36,024 68	104,234	5,848 80	47,606	2,664 08	31,219	883 22

B. H. TEAKLES,
Compiler of Canal Statistics.

APPENDIX A—

No. (A) 14.—Summary Statement of Traffic on the undermentioned Canals during the description of Property passed through.

Articles.	Welland Canal.		St. Lawrence Canals		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
		$ cts.		$ cts.		$ cts.
Vessels of all kinds	1,487,743	23,257 25	2,164,986	30,257 07	274,083	2,787 [illegible]
	No.		No.		No.	
Passengers	23,035	235 77	69,472	2,984 41	5,133	46 24
Forest, Produce of Wood.	Tons.		Tons.		Tons.	
Bark			4	0 20		
Boat knees						
Pipe staves			7,314	125 38		
do Free						
Firewood	4,779	203 23	7,730	216 91	113,449	3,731 73
do Free						
Hoops and hop poles						
Lumber, sawed	129,265	23,040 58	46,441	1,481 98	72,386	4,241 97
do Free			576			
Masts, spars, &c	2	0 25	18,042	452 09		
do Free						
Railway ties	114	2 25	2,082	41 57	3,169	252 21
Saw logs	4,225	203 35	13,549	302 16		
do Free						
Staves, all kinds	636	58 10	178	5 59		
Shingles	36	18 86	4	0 46	25	4 60
Split posts and rails			2	0 32	3	0 40
do						
Timber, square	45,005	6,837 05	7,378	190 73		
do Free			900			
Trawerses			8,760	21 85		
do Free			25			
Total	184,692	30,383 67	113,345	2,839 35	189,014	8,230 31
Farm Stock.						
Cattle			208	14 60	125	4 54
Hogs			37	5 06		
Horses	30	1 53	448	28 40	67	2 51
do Free			1			
Sheep			117	9 20	102	3 68
Total	30	1 53	811	57 35	294	10 73
Produce of Animals.						
Beef			461	60 03	388	38 80
Hides and hoofs, hides and skins, raw	30	4 50	7	0 56		
Lard and lard oil			371	38 27		
Meats other than pork	1	0 20	51	6 02		
Pork	53	10 55	309	26 97	1	0 04
Tallow	124	18 60	47	3 94		
Wool	135	24 25	4	0 31		
Agricultural products not enumerated, articles			3,135	447 81		
Total	343	58 10	4,376	583 91	389	38 84

Continued.

Season of Navigation ended 31st December, 1893, showing the Total Quantity of each and the Amount of Tolls collected thereon.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	$ cts.		$ cts.		$ cts.		$ cts.		$ cts.
177,819	228 64	314,046	3,173 97	175,915	1,651 12	109,401	2,188 02	76,537	428 95
No.		No.		No.		No.		No.	
10,525	114 54	13,828	153 76	6,119	137 66			9,077	87 45
Tons.		Tons.		Tons.		Tons.		Tons.	
.....				70	1 64			79	3 05
.....									
.....		59,090	596 61	1,261	22 65			2,384	23 99
.....		33,830							
255	2 13	39,783	1,511 37	36,036	716 61			18,948	201 04
.....		2,568							
.....		4	37	73	10 50				
987	11 09	382,442	27,983 79	34,487	1,552 12	4,831	48 31	1,153	23 86
.....		739							
.....		5	42					1,986	20 99
.....		400							
.....		234	23 00	4,633	506 49			117	4 63
.....		11,032	237 82	182	4 16			4,149	37 50
.....		10,385							
.....									
54	4 51	689	538 84	190	31 65			249	21 84
.....		2	1 02	13	1 90			3	0 13
.....		18							
4,600	57 50	4,580	61 51	180	3 38			1,180	22 00
.....		16,552							
.....		460	1 15	600	3 80				
.....		380							
5,896	75 23	563,193	30,955 90	77,725	2,854 90	4,831	48 31	30,248	359 03
.....		446	29 54	9	0 27				
.....		43	3 44					9	13
22	0 44	186	8 71	20	0 63				
.....									
.....		309	24 05						
22	0 44	984	65 74	29	0 90			9	13
.....				16	0 54				
6	0 12	10	0 96	6	0 21				
16	0 31	4	0 32	29	0 74				
6	0 12			5	0 13				
.....		13	0 94	241	5 96				
.....		59	3 85	5	0 12				
.....		4	0 23	3	0 08				
11	0 21	1,077	102 95	217	7 31				
39	0 76	1,167	109 25	522	15 09				

No. (A) 14.—Summary Statement of Traffic on the undermentioned Canals

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
		$ cts.		$ cts.		$ cts.
Agricultural Products.						
Agricultural products not enumerated, vegetable	509	25 54	1,891	153 06		
Apples	235	5 80	2,383	340 92	786	39 35
Barley Free			600			
Barley	18,599	1,866 80	1,947	102 22	98	3 25
Buckwheat			3,278	167 18		
Cotton, raw	225	33 75	4	30		
Corn	441,092	44,109 20	9,219	723 23		
do Free			278,564			
Flax and hemp			92	13 80		
Flour	15,232	2,498 66	8,375	819 65	420	16 19
do Free	3		5,514			
Hay, pressed			1,553	97 15	7,266	252 92
Meals, all kinds	36,356	7,270 80	880	41 48		
Manilla	236	35 40	67	13 18		
Oats	31,283	3,128 30	18,562	658 91	1,141	38 50
do Free			9,761			
Peas	390	39 00	39,288	1,834 39	18	0 67
Potatoes			149	20 19	28	2 05
Rye	3,671	367 10	2,172	194 80		
do Free			3,669			
Seeds, flax, clover and grass	16	3 20	6,110	237 69	5	50
Tobacco, raw			17	1 66	3	30
Wheat	258,392	25,768 35	26,798	1,423 26		
do Free			209,212			
Total	806,329	85,151 99	630,125	6,842 47	9,825	373 76
Manufactures.						
Ashes, pot and pearl	23	4 60	3	0 60		
do do Free			23			
Agricultural implements			99	11 67		
Barrels, empty	83	16 48	256	34 47	22	0 75
Bricks	1,333	260 50	12,141	495 76	890	80 88
Cement and water lime	2,349	220 22	7,046	956 23	12	1 40
do Free	3,169					
Crockery and earthenware	13	1 95	294	55 50	13	1 18
do Free	98					
Furniture	17	2 85	1,120	167 08	1	0 10
Glass, all kinds	26	3 90	882	158 48	1	0 10
do Free	365					
Iron, Railway	6	0 90	6,758	1,007 29		
do Free	6,576					
Iron, pig	190	33 50	2,786	323 18		
do Free	25					
Iron, all other	1,885	301 44	16,488	926 38	38	3 00
do Free	543		100			
Molasses	603	90 45	828	87 85	117	11 58
do Free	43					
Nails	17	2 55	2,700	345 07		
do Free	472					
Oil	9	1 35	866	131 85	78	7 74
do Free	44					
Oil cake			1	0 04		
Paint	39	5 85	706	91 74		
do Free	70					
Pitch and tar			451	34 39	345	34 50
do Free	26					
Rosin			1,591	87 20	2,084	208 40
Soda ash	28	4 20	794	149 06		
do Free	68					
Spirits, whisky, &c	115	20 93	765	137 09		
do Free	26		1			

during the Season of Navigation ended 31st December, 1893, &c.—*Continued.*

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	$ cts.		$ cts.		$ cts.		$ cts.		$ cts.
268	5 10	16	1 55	184	8 49	7,631	76 31		
428	8 13	40	2 08	57	1 40				
.....									
38	0 72			18	0 45				
91	1 71	8	0 51						
.....									
.....		2	0 12	17	0 46				
.....									
.....									
55	1 05	14	0 92	369	10 45	1,541	15 41	70	70
.....		3,051	289 15	230	9 63				
5	0 10	3	0 30	28	0 78				
.....									
16	0 30	2,309	165 16	289	11 32				
.....									
1,075	20 22	334	24 10	29	0 74				
.....		194	13 78	46	1 53				
19	0 36	70	6 76	34	1 50				
.....									
18	0 34	23	2 20	21	0 50				
.....				1	0 03				
414	7 79	8	0 78	182	4 37			5	0 05
.....									
2,427	45 82	6,072	507 41	1,505	51 65	9,172	91 72	75	75
.....				2	0 35				
.....									
1	0 03	10	1 90	149	15 52				
.....		54	5 72	71	5 65				
15	0 29	30	1 80	309	9 54			9	27
348	6 55	7	0 69	992	23 90				
.....									
81	2 04	2	0 29	101	9 89				
.....									
141	3 78	28	3 24	60	5 99				
70	1 78	4	0 67	47	4 22				
.....									
2	0 04	9	0 52						
.....									
404	7 60			289	10 86				
.....									
266	5 02	155	4 64	889	24 33			32	0 32
.....									
4	0 10	1	0 10	100	8 95				
.....									
110	2 71	1	0 10	232	23 22				
.....									
157	3 99	3	0 20	303	28 66				
.....									
.....				10	0 38				
22	0 56			25	2 43				
.....									
.....				25	2 18				
.....									
.....									
21	0 53	1	0 19	19	1 69				
.....									
47	1 19	3	0 38	120	10 63				
.....									

No. (A) 14.—Summary Statement of Traffic on the undermentioned Canals

Articles.	Welland Canal.		St. Lawrence Canal.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
Manufactures—Con.		$ cts.		$ cts.		$ cts.
Steel	267	40 05	967	141 89		
do Free	425					
Sugar	449	30 27	7,233	1,336 92	4,005	400 50
do Free	2,218					
Tin			369	64 37		
do Free	34					
Turpentine			40	2 54	1	0 10
White lead			65	12 07		
do Free	35					
Whiting			246	46 66		
do Free	31					
Woodenware	87	34 40	85	21 65		
Total	21,808	1,076 39	65,704	6,817 03	7,607	750 23
Merchandise.						
Brimstone, (crude)	727	109 05	393	38 56		
Clay, lime and sand	222	14 68	39,377	1,765 49	4,753	551 98
do Free			240			
Coal	233,096	46,619 20	166,370	23,266 62	97,889	9,599 94
do Free			108,954			
Dye woods, and dye stuffs			183	12 95	79	7 90
Fish	61	9 40	896	101 38		
do Free	405					
Gypsum			1,837	23 39		
Ores, (all kinds)						
Marble	2,152	322 80	16	85		
Rags			314	50 19		
Salt	374	59 80	5,486	666 71	447	19 76
do Free	995					
Stone, (all kinds)	4,663	447 19	8,572	280 21	129	12 90
do Free	14					
All other goods and merchandise, (not enumerated)	38,053	5,549 32	11,373	1,661 19	2,444	199 53
do Free	799		4			
Total	281,621	53,131 44	344,015	27,867 54	105,741	10,392 01
Grand totals (passengers and tonnage of vessels not included)	1,294,823	193,276 14	1,158,376	68,249 13	312,870	22,649 15

Department of Railways and Canals,
Ottawa, 30th April, 1894.

during the Season of Navigation ended 31st December, 1893, &c.—*Concluded.*

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	$ cts.		$ cts.		$ cts.		$ cts.		$ cts.
1	0 02			23	54				
.....									
864	21 63	2	0 29	693	65 42				
.....									
1	0 03	1	0 10	9	0 80				
.....									
2	0 05								
6	0 15			9	0 90				
.....									
4	0 10			14	1 22				
.....									
.....				3	0 28				
2,567	58 19	311	20 83	4,494	257 55			41	2 59
.....									
3	0 06	9,287	231 63	744	19 64				
.....									
1,983	37 22			11,010	533 78	26,931	269 31		
.....				2,825					
.....									
20	0 38			103	2 49	1,882	18 82		
.....									
.....				1	0 10				
.....		125	6 25	780	39 00				
.....				4	0 35				
32	0 81	18	3 42	39	4 91				
287	5 43			1,997	53 72				
.....									
570	5 70			1,193	30 64			743	3 50
.....									
2,494	62 62	364	55 39	1,260	119 89	4,790	47 90	103	2 82
.....									
5,389	112 22	9,794	296 69	17,134	804 52	33,603	336 03	846	6 32
16,340	635 84	581,521	35,283 55	104,234	5,773 39	47,606	2,664 08	31,219	883 22

B. H. TEAKLES,
Compiler of Canal Statistics.

APPENDIX A—*Continued.*

No. (A) 15.—STATEMENT showing the Amount of Tolls accrued each month during the Season of Navigation ended 31st December, 1893.

Canals and Offices.	January.	April.	May.	June.	July.	August.	September	October.	November	December.	Total.
WELLAND CANAL.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Chippawa				5 80	1 00	8 00	14 25	3 02	1 27	0 50	33 84
Colborne		2,298 87	16,650 51	21,979 98	23,088 80	19,258 60	19,235 84	15,838 93	9,498 30	3,271 36	131,121 19
Dalhousie		4,420 90	12,085 36	6,356 98	5,298 57	7,642 51	6,908 15	12,335 85	5,536 65	23 51	60,608 48
Dunnville			63 88	50 06	19 83	54 72		111 32	47 81		347 62
Maitland					0 50	8 61	1 84				10 95
Robinson		37 72	111 90	129 51	59 20	70 47	4 19	25 89	39 36	1 39	479 63
St. Catharines		15 76	180 57	126 48	117 86	142 50	53 55	36 52	1 19		674 43
Total Welland Canal		6,773 25	29,092 22	28,648 81	28,585 76	27,185 41	26,217 82	28,351 53	15,124 58	3,296 76	193,276 14
ST. LAWRENCE CANALS.											
Beauharnois			81 26	66 31	69 73	318 72	272 12	274 51	222 76		1,305 41
Cardinal			202 70	157 65	112 00	34 15	103 11	84 18	59 50	1 40	754 69
Cornwall			1,885 83	4,054 49	4,352 04	5,326 85	4,266 12	3,968 01	2,266 11	16 67	26,136 12
Kingston		259 96	1,782 26	1,096 60	1,233 01	974 73	1,230 99	1,810 82	642 72		9,031 09
Lachine			235 88	238 63	375 82	425 93	593 99	433 03	262 37	0 38	2,566 03
Montreal			3,494 66	4,838 72	5,387 96	4,582 54	4,307 06	3,108 63	2,692 85	43 37	28,455 79
Total St. Lawrence Canals		259 96	7,682 59	10,452 40	11,530 56	11,662 92	10,773 39	9,679 18	6,146 31	61 82	68,249 13
CHAMBLY CANAL.											
Chambly			406 35	2,106 22	1,113 98	1,580 40	1,509 24	1,575 56	1,231 85		9,523 60
St. John			3,099 48	1,323 33	2,078 69	1,910 46	1,703 44	1,502 18	648 06		12,265 64
St. Ours		8 99	70 12	101 52	135 36	101 22	110 27	135 24	197 19		859 91
Total Chambly Canal		8 99	3,575 95	3,531 07	3,328 03	3,592 08	3,322 95	3,212 98	2,077 10		22,649 15

Ottawa Canals.											
Ottawa			3,671 30	2,885 22	2,427 83	2,785 41	2,901 01	3,279 79	1,775 87		19,726 43
Carillon			9 26	16 63	8 01	10 19	6 75	8 30	4 06		63 20
Grenville			2,208 58	2,530 14	1,811 28	1,713 18	2,116 81	2,080 95	1,494 65		13,955 59
St. Anne's		0 70	205 54	210 56	243 84	255 98	278 06	195 00	148 65		1,538 53
Total Ottawa Canals		0 70	6,094 68	5,642 55	4,490 96	4,764 76	5,302 63	5,564 04	3,423 23		35,283 55
Rideau Canal.											
Kingston Mills			135 80	232 42	188 09	318 46	167 69	148 37	39 07		1,229 90
Ottawa			315 03	684 87	793 53	760 32	620 27	459 46	345 54		3,979 02
Smith's Falls			33 11	104 73	117 50	113 83	89 06	59 61	46 63		564 47
Total Rideau Canal			483 94	1,022 02	1,099 12	1,192 61	877 02	667 44	431 24		5,773 39
St. Peter's Canal.											
St. Peter's	7 01	7 40	270 42	342 61	422 12	392 96	353 88	353 09	346 59	168 00	2,664 08
Trent Valley Canals.											
Bobcaygeon			4 25	47 29	57 06	118 39	82 93	94 56	44 07		448 55
Buckhorn			6 00	7 80	24 34	11 28	33 31	0 25	1 69		84 67
Burleigh			2 00	14 18	37 11	19 38	10 49	14 69	9 20		107 05
Fenelon Falls				5 00	4 50	5 35	2 75	2 71	1 50		21 81
Hastings		0 25	0 25	3 80	7 93	24 39	5 40	7 02	3 68		52 72
Peterborough		2 53	11 57	18 52	37 06	25 30	24 01	34 00	15 43		168 42
Total Trent Valley Canals		2 78	24 07	96 59	168 00	204 09	158 89	153 23	75 57		883 22
Murray Canal.											
Brighton		17 80	72 22	115 63	102 79	102 65	110 79	61 36	47 43	5 17	635 84
Grand Total	7 01	7,070 88	47,296 09	49,851 68	49,727 34	49,097 48	47,117 37	48,042 85	27,672 05	3,531 75	329,414 50

B. H. TEAKLES,
Compiler of Canal Statistics.

Department of Railways and Canals,
Ottawa, 30th April, 1894.

APPENDIX A—*Continued.*

No. (A) 15.—STATEMENT showing the Amount of Tolls accrued each month during the Season of Navigation ended 31st December, 1893.

Canals and Offices.	January.	April.	May.	June.	July.	August.	September	October.	November	December.	Total.
WELLAND CANAL.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Chippawa				5 80	1 00	8 00	14 25	3 02	1 27	0 50	33 84
Colborne		2,298 87	16,650 51	21,979 98	23,088 80	19,258 60	19,235 84	15,838 93	9,498 30	3,271 36	131,121 19
Dalhousie		4,420 90	12,085 36	6,356 98	5,298 57	7,642 51	6,908 15	12,335 85	5,536 65	23 51	60,608 48
Dunnville			63 88	50 06	19 83	54 72		111 32	47 81		347 62
Maitland					0 50	8 61	1 84				10 95
Robinson		37 72	111 90	129 51	59 20	70 47	4 19	25 89	39 36	1 39	479 63
St. Catharines		15 76	180 57	126 48	117 86	142 50	53 55	36 52	1 19		674 43
Total Welland Canal		6,773 25	29,092 22	28,648 81	28,585 76	27,185 41	26,217 82	28,351 53	15,124 58	3,296 76	193,276 14
ST. LAWRENCE CANALS.											
Beauharnois			81 26	66 31	69 73	318 72	272 12	274 51	222 76		1,305 41
Cardinal			202 70	157 65	112 00	34 15	103 11	84 18	59 50	1 40	754 69
Cornwall			1,885 83	4,054 49	4,352 04	5,326 85	4,266 12	3,968 01	2,266 11	16 67	26,136 12
Kingston		259 96	1,782 26	1,096 60	1,233 01	974 73	1,290 99	1,810 82	642 72		9,031 09
Lachine			235 88	238 63	375 82	425 93	593 99	433 03	262 37	0 38	2,566 03
Montreal			3,494 66	4,838 72	5,387 96	4,582 54	4,307 06	3,108 63	2,692 85	43 37	28,455 79
Total St. Lawrence Canals		259 96	7,682 59	10,452 40	11,530 56	11,662 92	10,773 39	9,679 18	6,146 31	61 82	68,249 13
CHAMBLY CANAL.											
Chambly			406 35	2,106 22	1,113 98	1,580 40	1,509 24	1,575 56	1,231 85		9,523 60
St. John			3,099 48	1,323 33	2,078 69	1,910 46	1,703 44	1,502 18	648 06		12,265 64
St. Ours		8 99	70 12	101 52	135 36	101 22	110 27	135 24	197 19		859 91
Total Chambly Canal		8 99	3,575 95	3,531 07	3,328 03	3,592 08	3,322 95	3,212 98	2,077 10		22,649 15

Ottawa Canals.											
Ottawa			3,671 30	2,885 22	2,427 83	2,785 41	2,901 01	3,279 79	1,775 87		19,726 43
Carillon			9 26	16 63	8 01	10 19	6 75	8 30	4 06		63 20
Grenville			2,208 58	2,530 14	1,811 28	1,713 18	2,116 81	2,080 95	1,494 65		13,955 59
St. Anne's		0 70	205 54	210 56	243 84	255 98	278 06	195 00	148 65		1,538 53
Total Ottawa Canals		0 70	6,094 68	5,642 55	4,490 96	4,764 76	5,302 63	5,564 04	3,423 23		35,283 55
Rideau Canal.											
Kingston Mills			135 80	232 42	188 09	318 46	167 69	148 37	39 07		1,229 90
Ottawa			315 03	684 87	793 53	760 32	620 27	459 46	345 54		3,979 02
Smith's Falls			33 11	104 73	117 50	113 83	89 06	59 61	46 63		564 47
Total Rideau Canal			483 94	1,022 02	1,099 12	1,192 61	877 02	667 44	431 24		5,773 39
St. Peter's Canal.											
St. Peter's	7 01	7 40	270 42	342 61	422 12	392 96	353 88	353 09	346 59	168 00	2,664 08
Trent Valley Canals.											
Bobcaygeon			4 25	47 29	57 06	118 39	82 93	94 56	44 07		448 55
Buckhorn			6 00	7 80	24 34	11 28	33 31	0 25	1 69		84 67
Burleigh			2 00	14 18	37 11	19 38	10 49	14 69	9 20		107 05
Fenelon Falls				5 00	4 50	5 35	2 75	2 71	1 50		21 81
Hastings		0 25	0 25	3 80	7 93	24 39	5 40	7 02	3 68		52 72
Peterborough		2 53	11 57	18 52	37 06	25 30	24 01	34 00	15 43		168 42
Total Trent Valley Canals		2 78	24 07	96 59	168 00	204 09	158 89	153 23	75 57		883 22
Murray Canal.											
Brighton		17 80	72 22	115 63	102 79	102 65	110 79	61 36	47 43	5 17	635 84
Grand Total	7 01	7,070 88	47,296 09	49,851 68	49,727 34	49,097 48	47,117 37	48,042 85	27,672 05	3,531 75	329,414 50

B. H. TEAKLES,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th April, 1894.

No. (A) 16.—SUMMARY STATEMENT showing the Number, Tonnage and Nationality of Vessels, &c.—*Continued.*

Vessels.	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
TRENT VALLEY CANALS.													$ cts.
Canadian vessels, steam	994	18,560	18,835							18,560	18,835	37,395	287 96
do sail	594	19,068	20,074							19,068	20,074	39,142	140 99
Total Canadian	1,488	37,628	38,909							37,628	38,909	76,537	428 95
United States vessels, steam													
do sail													
Total United States													
Grand Total, Trent Valley Canals.	1,488	37,628	38,909							37,628	38,909	76,537	428 95
MURRAY CANAL.													
Canadian vessels, steam	497	104,966	36,064	13,653				614	13,698	119,233	49,762	168,995	187 13
do sail	150	2,693	2,950	509				160	1,227	3,362	4,177	7,539	34 95
Total Canadian	647	107,659	39,014	14,162				774	14,925	122,595	53,939	176,534	222 08
United States vessels, steam	9	220	75		37		38		122	220	272	492	2 25
do sail	15	607		58				64	64	729	64	793	4 31
Total United States	24	827	75	58	37		38	64	186	949	336	1,285	6 56
Grand Total, Murray Canal	671	108,486	39,089	14,220	37		38	838	15,111	123,544	54,275	177,819	228 64

United States vessels, steam	3	5							155	5	155	160	2 36
do sail	1,569	629	2,755	64,210					84,981	64,839	87,736	152,575	1,938 72
Total United States	1,572	634	2,755	64,210					85,136	64,844	87,891	152,735	1,941 08
Grand Total, Chambly Canal	2,752	52,865	54,340	67,591	7		3		99,277	120,456	153,627	274,083	2,767 03
Ottawa Canals.													
Canadian vessels, steam	1,019	45,360	94,093		633					45,360	94,726	140,086	572 66
do sail	1,244	7,311	135,366		13,324					7,311	148,690	156,001	2,162 22
Total Canadian	2,263	52,671	229,459		13,957					52,671	243,416	296,087	2,734 88
United States vessels, steam	2				93	95				95	93	188	3 08
do sail	183	1,565	5,513		10,693					1,565	16,206	17,771	436 01
Total United States	185	1,565	5,513		10,786	95				1,660	16,299	17,959	439 09
Grand Total, Ottawa Canals	2,448	54,236	234,972		24,743	95				54,331	259,715	314,046	3,173 97
Rideau Canal.													
Canadian vessels, steam	1,299	47,005	47,372						307	47,005	47,679	94,684	687 25
do sail	858	30,835	31,375	1,907					1,625	32,742	33,000	65,742	717 56
Total Canadian	2,157	77,840	78,747	1,907					1,932	79,747	80,679	160,426	1,404 81
United States vessels, steam	73	141	195	212	57				351	353	603	956	20 55
do sail	176	3,422	4,401	2,952	752				3,006	6,374	8,159	14,533	225 76
Total United States	249	3,563	4,596	3,164	809				3,357	6,727	8,762	15,489	246 31
Grand Total, Rideau Canal	2,406	81,403	83,343	5,071	809				5,289	86,474	89,441	175,915	1,651 12
St. Peter's Canal.													
Canadian vessels, steam	233	21,545	17,458							21,545	17,458	39,003	786 06
do sail	1,229	30,658	30,046					118		30,776	30,046	60,822	1,216 46
Total Canadian	1,462	52,203	47,504					118		52,321	47,504	99,825	1,996 50
United States vessels, steam	10	2,028	676		75			75		2,103	751	2,854	57 08
do sail	18	650	1,039		893			4,140		4,790	1,932	6,722	134 44
Total United States	28	2,678	1,715		968			4,215		6,893	2,683	9,576	191 52
Grand Total, St. Peter Canal	1,490	54,881	49,219		968			4,333		59,214	50,187	109,401	2,188 02

No. (A) 16.—SUMMARY STATEMENT showing the Number, Tonnage and Nationality of Vessels, &c.—*Continued.*

Vessels.	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
TRENT VALLEY CANALS.													$ cts.
Canadian vessels, steam	994	18,560	18,835							18,560	18,835	37,395	287 96
do sail	594	19,068	20,074							19,068	20,074	39,142	140 99
Total Canadian	1,488	37,628	38,909							37,628	38,909	76,537	428 95
United States vessels, steam													
do sail													
Total United States													
Grand Total, Trent Valley Canals.	1,488	37,628	38,909							37,628	38,909	76,537	428 95
MURRAY CANAL.													
Canadian vessels, steam	497	104,966	36,064	13,653				614	13,698	119,233	49,762	168,995	187 13
do sail	150	2,693	2,950	509				160	1,227	3,362	4,177	7,539	34 95
Total Canadian	647	107,659	39,014	14,162				774	14,925	122,595	53,939	176,534	222 08
United States vessels, steam	9	220	75		37		38		122	220	272	492	2 25
do sail	15	607		58				64	64	729	64	793	4 31
Total United States	24	827	75	58	37		38	64	186	949	336	1,285	6 56
Grand Total, Murray Canal	671	108,486	39,089	14,220	37		38	838	15,111	123,544	54,275	177,819	228 64

No. (A) 16.—General Statement showing the Number, Tonnage and Nationality of Vessels, &c.—*Continued.*

RECAPITULATION.

Vessels.	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
													$ cts.
Canadian Vessels. *Steam and Sail.*													
Welland	1,468	140,018	139,985	90,717	12,709	1,172		15,949	93,045	247,856	245,739	493,595	6,603 31
St. Lawrence	10,092	1,027,844	797,123	60,019	114		7	196	124,399	1,088,059	921,643	2,009,702	19,554 34
Chambly	1,180	52,231	51,585	3,381	7		3		14,141	55,612	65,736	121,348	825 95
Ottawa	2,263	52,671	229,459		13,957					52,671	243,416	296,087	2,734 88
Rideau	2,157	77,840	78,747	1,907					1,932	79,747	80,679	160,426	1,401 81
St. Peter's	1,462	52,203	47,504					118		52,321	47,504	99,825	1,996 50
Trent Valley	1,488	37,628	38,909							37,628	38,909	76,537	428 95
Murray	647	107,659	39,014	14,162				774	14,925	122,595	53,939	176,534	222 08
Total Canadian	20,757	1,548,094	1,422,326	170,186	26,787	1,172	10	17,037	248,442	1,736,489	1,697,565	3,434,054	33,770 82
United States Vessels. *Steam and Sail.*													
Welland	1,375			135,080	19,062	345,160	275,251	12,182	207,413	492,422	501,726	994,148	16,653 94
St. Lawrence	1,152	1,485	19,649	11,535	2,079	6,739	7,435	34,533	11,648	54,292	40,811	95,103	702 73
Chambly	1,572	634	2,755	64,210					85,136	64,844	87,891	152,735	1,941 08
Ottawa	185	1,565	5,513		10,786	95				1,660	16,299	17,959	439 09
Rideau	249	3,563	4,596	3,164	809				3,357	6,727	8,762	15,489	246 31
St. Peter's	28	2,678	1,715		968			4,215		6,893	2,683	9,576	191 52
Trent Valley													
Murray	24	827	75	58	37		38	64	186	949	336	1,285	6 56
Total United States	4,585	10,752	34,303	214,047	33,741	351,994	282,724	50,994	307,740	627,787	658,508	1,286,295	20,181 23
Grand total, Canadian and United States	25,342	1,558,846	1,456,629	384,233	60,528	353,166	282,734	68,031	556,182	2,364,276	2,356,073	4,720,349	53,952 05

B. H. TEAKLES,
Compiler of Canal Statistics.

Department of Railways and Canals,
Ottawa, 30th April, 1894.

Summary for year ended 30th June, 1894 :—

Miles of railway completed (track laid)	15,768
do sidings	2,017
do iron rails on main line	400
do steel do	15,368
do do (double track)	526
Capital paid (including the four following items)	$887,943,068
Government bonuses paid	156,716,638
do loans paid	21,569,149
do subscriptions to shares paid	300,000
Municipal aid paid	14,153,611
Miles in operation	15,627
Earnings	$49,552,528
Working expenses	35,218,433
Net earnings	14,334,095
Passengers carried	14,462,498
Freight carried (tons)	20,721,116
Train mileage	46,670,029
Passengers killed	12
Number of grain elevators	59
do guarded level road crossings	135
do unguarded do	9,869
do overhead bridges	406
do level crossings of other railways	212
do junctions do	313
do do branch lines	215
do engines owned	1,965
do do hired	37
do sleepers and parlour cars owned	154
do do do hired	45
do first class cars owned	961
do do hired	31
do second class and immigrant cars owned	665
do do do hired	5
do baggage, mail and express cars owned	626
do do do hired	10
do cattle and box cars owned	32,758
do do do hired	3,094
do platform cars owned	14,589
do do hired	315
do coal and dump cars owned	4,685
do do do hired	14

Nominal Capital Paid, up to 30th June, 1894.

—	Miles constructed.	Amount.	Per Mile.	Remarks.
		$ cts.	$ cts.	
Ordinary share capital	15,768	255,991,540 35	16,234 88	
Preference do	15,768	105,768,967 39	6,707 82	
Bonded debt	15,768	327,003,803 38	20,738 44	
Aid from Dominion Government	15,768	149,192,089 33	9,461 70	
do Ontario do	6,268	6,486,038 24	1,034 78	Equal to an average of $899.20 per mile on total mileage.
do Quebec do	3,024	13,711,771 38	4,534 31	Equal to an average of $1,862.55 per mile on total mileage.
do New Brunswick Government	1,397	4,432,481 81	3,172 86	
do Nova Scotia Government	825	2,075,344 55	2,515 57	
do Prince Edward Island Government	211			
do Manitoba Government	1,471	2,625,561 77	1,784 88	
do British Columbia Government	800	37,500 00	46 87	
do North-west Territories Government	1,772			
do Municipalities in Ontario	6,268	10,487,107 37	1,673 12	
do do Quebec	3,024	2,544,218 62	341 34	
do do New Brunswick	1,397	336,500 00	240 87	
do do Nova Scotia	825	177,685 00	215 38	
do do Prince Edward Island	211			
do do Manitoba	1,471	595,600 00	404 89	
do do British Columbia	800	37,500 00	46 87	
do do North-west Territor's	1,772			
Capital from other sources	15,768	6,471,311 12	410 41	
Total paid Capital	15,768	887,975,020 31	56,315 00	

GOVERNMENT and Municipal Loans, Bonuses, &c., promised to Railways completed and under construction up to 30th June, 1894 :—

	Amount.
Dominion Government	$154,023,658 33
Ontario do	7,139,538 24
Quebec do	15,839,746 15
New Brunswick Government	4,633,481 81
Nova Scotia do	2,710,544 55
Manitoba do	2,626,611 77
British Columbia do	37,500 00
Municipalities in Ontario	10,548,442 78
do Quebec	4,323,174 00
do New Brunswick	356,500 00
do Nova Scotia	269,685 00
do Manitoba	595,600 00
do British Columbia	37,500 00
do North-west Territories	25,000 00
	$203,166,982 63

FATAL ACCIDENTS during year ended 30th June, 1894.

	Passengers Killed.	Employees Killed.	Others Killed.	Total Killed.
Falling from cars or engines	1	25	8	34
Getting on, or off, trains in motion	6	3	14	23
At work making up trains		4		4
Coupling cars		4		4
Collisions and derailments	2	10		12
Striking bridges			1	1
Walking or being on track	1	12	90	103
Explosions				
Other causes	2	9	19	30
Total	12	67	132	211

LAND GRANTS made by Governments to Railways, completed and under construction up to 30th June, 1894.

Name of Railway.	Government.	Acres Granted.	Acres Sold.	Amount Realized.
				$
Alberta Railway and Coal Co	Dominion	320,000	834,048	1,101,733
North-western Coal and Navigation Co	do	708,400		
Calgary and Edmonton	do	2,176,000	1,481,046	*
Canadian Pacific	do	26,772,800	3,833,397	11,870,719
do	do		Town sites net proceeds	1,203,008
Esquimalt and Nanaimo	do	1,900,000	252,175	779,039
Great North-west Central	do	2,880,000	Nil	Nil
Manitoba and North-western	do	2,726,400	584,412	954,734
Saskatchewan and Western	do	96,000		
Manitoba and South-western Colonization	do	1,396,800	297,018	1,272,122
Manitoba and South-eastern	do	704,000	Nil	Nil
Qu'Appelle, Long Lake and Saskatchewan	do	2,220,800	1,126,230	*
Winnipeg and Hudson Bay, now Winnipeg Great Northern	do	8,580,000	Nil	Nil
Wood Mountain and Qu'Appelle	do	1,536,000	Nil	Nil
Western counties, now Yarmouth and Annapolis	Nova Scotia	150,000		
Columbia and Kootenay	British Columbia	200,000	Town sites	57,212

* Again after efforts to obtain a statement of the amounts realized from the sale of these lands, the companies have failed to give the information—the return, therefore, in this respect is incomplete.

TABLE showing Location of the Railways of the Dominion of Canada, 30th June, 1894.

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Alberta Railway and Coal Co.	From Lethbridge in District of Alberta, N.W.T., to Coutts, on International boundary. The portion from Dunmore to Lethbridge 109½ miles was changed to 4'.8½ gauge and leased to Can. Pac. Ry., 29th Nov. 1893		64·62
Albert Southern	Harvey Branch Junction to Alma, N.B.		16·00
Baie des Chaleurs	Metapedia Station on C.P.R. to Caplin		80·00
Bay of Quinté and Navigation Co.	Deseronto, on Bay of Quinté, Lake Ontario to Deseronto Junction, Grand Trunk Railway		4·00
Brantford, Waterloo and Lake Erie (now Toronto, Hamilton and Buffalo)	Brantford, Ont., to Waterford Junction with Can. Southern, Ont		17·00
Buctouche and Moncton	Moncton, on Intercolonial Railway, to Buctouche, N.B.		32·00
Brockville, Westport and Sault Ste. Marie	Brockville to Westport, Ont.		45·00
Calgary and Edmonton	Calgary to Edmonton	190·97	
	do McLeod, District of Alberta	104·10	
			295·07
Canada Atlantic	City of Ottawa to Junction with Grand Trunk at Lacolle. Crosses the St. Lawrence at Coteau by bridge. Connects with Grand Trunk Railway at Coteau and Lacolle		138·00
Central Counties	From Glen Robertson, on Canada Atlantic to Hawkesbury, Ont.		21·00
Canada Southern	Main Line—Windsor, Ont., to Suspension Bridge	226·18	
	Amherstburg Branch—Essex Centre to Amherstburg.	15·70	
	St. Clair Branch—St. Clair Junction to Courtright	62·63	
	Fort Erie Branch—Fort Erie to Welland Junction	17·50	
	Erie and Niagara Branch—Old Fort Erie to Niagara	30·60	
	Oil Springs Branch—Oil Springs to Oil City	5·50	
Leased	Sarnia, Chatham and Erie—Oil City to Petrolia	7·00	
do	Leamington and St. Clair—Comber to Leamington	15·95	
			381·06
Canada Eastern	Late Northern and Western of New Brunswick—		
	Gibson, opposite City of Fredericton to Chatham Junction, I.C.R	107·00	
	Chatham Juntion to Chatham	11·00	
	Blackville to Indiantown	9·00	
			127·00
Canadian Pacific :			
Owned	Main Line—Callander to Vancouver	2,560·90	
(Canada Central)	do Ottawa to Callander	223·60	
(Que., Mont., Ottawa & Occidl).	do Montreal to Ottawa	120.30	
(do North Shore)	do Quebec to St. Martin's Junction	159·80	
	Branches—Piles Junction to Grand Piles	26·90	
	do Berthier Junction to Berthier	2·00	
	do Joliette Junction to St. Félix	16·80	
	do Ste. Thérèse Junction to St. Jérôme	13·60	
	do do to St. Eustache	6·00	
	do St. Lin Junction to St. Lin	15·00	
	do Buckingham to Buckingham Village	4·26	
	do Hull to Aylmer	7·50	
(Montreal & Ottawa Railway)	do Vaudreuil to Pt. Fortune	23·60	
(Brockville & Ottawa Railway)	do Carleton to Brockville	45·00	
	do Sudbury to Sault Ste. Marie	182·50	
	do Sudbury to Copper Mines	5·00	
	do Winnipeg Junction to Emerson	64·50	
	do Winnipeg Junction to Manitou	100·10	
	do Rosenfeldt to Gretna	13·70	
	do Winnipeg to West Selkirk	22·50	
	do Air Line Junction to Stonewall	18·00	
	do Kemnay to Estevan	156·20	
	do Glenboro' to Souris	45·70	

TABLE showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.		Distance. Miles.	Total.
Canadian Pacific—*Continued.*				
	Branches—Deloraine to Napinka		18·60	
	do Monteith Junction to Reston		31·30	
	do North Portal to Pasqua		160·30	
	do New Westminster Junction to New Westminster		8·20	
	do Mission Junction to Mission		10·10	
	do Vancouver to Coal Harbour		1·20	
	Total mileage owned		4,063 10	
Leased lines	Atlantic and North-west (in Canada)—			
	South end Lachine Bridge to Maine boundary, Que	182·50		
	Renfrew to Eganville, Ont	22·50		
			205·00	
	St. Lawrence and Ottawa—			
	Ottawa to Prescott, Ont	51·80		
	Chaudière Junction to Sussex st., Ottawa	6·60		
			58·40	
	Ontario and Quebec—			
	Mile End Junction to South End Lachine Bridge	9·10		
	Montreal, Windsor st., to Toronto	339 00		
	London to Windsor	112 50		
	Toronto Junction to Strachan avenue	3·20		
	Leaside Junction to Union Station Toronto	5·20		
			469·00	
	Credit Valley—			
	Toronto Junction to St. Thomas	116·10		
	Streetsville Junction to Melville Junction	31·70		
	Cataract to Elora	27·30		
			175·10	
	West Ontario Pacific—London to Woodstock		26·60	
	Toronto, Grey and Bruce—			
	Toronto Junction to Owen Sound	116·90		
	Orangeville Junction to Teeswater	69·40		
	Glenannan to Wingham	5·00		
			191·30	
	Guelph Junction—			
	Guelph Junction on Credit Valley Ry. to Guelph		15·00	
	Montreal and Western—			
	St. Jérôme to Labelle		70·00	
	Montreal and Lake Maskinongé—			
	St. Félix to St. Gabriel de Brandon		12·90	
	St. John and Maine—			
	Carleton, N.B., to Vanceboro'		91·80	
	New Brunswick Railway (in Canada)—			
	Gibson to Woodstock	62·90		
	Newbury Junction to Edmundston	105·50		
	Aroostook Junction to Boundary	5·00		
	Fairville to St. John River	0·55		
			173·95	
	St. John Bridge and Railway Extension—			
	St. John to west side of St. John River		1·75	
	New Brunswick and Canada Ry. (in Canada)—			
	McAdam Junction to St. Stephen	33·90		
	Watt do St. Andrew's	27·50		
	McAdam do Woodstock	50·80		
	Debec do Maine boundary	5·00		
			117·20	
	Fredericton Railway—			
	Fredericton Junction to Fredericton		22·10	

TABLE showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance. Miles.	Distance. Total.
Canadian Pacific—*Continued.*			
Leased lines	Manitoba South-western Colonization—		
	Manitou to Deloraine ... 101·00		
	Winnipeg to Glenboro' ... 104·20		
	Elm Creek to Barnsley ... 12·60		
		217·80	
	Columbia and Kootenay—Robson to Nelson—		
	Kootenay Lake to Columbia River	27·70	
	Shuswap and Okanagan—		
	From Junction with C.P.R. at Sicamous to Lake Okanagan	51·00	
	Tobique Valley—		
	Perth to Plaster Rock, N.B.	28·00	
	Alberta Railway—		
	Dunmore to Lethbridge, N.W.T.	109·50	
	Total mileage leased.		2,064·10
	do owned		4,063·10
	do operated		6,127·20
Canadian Government Railways.	Intercolonial—		
	Halifax to Lévis ... 675·00		
	Moncton to St. John ... 89·00		
	Truro to Trenton ... 44·00		
	New Glasgow to Mulgrave ... 82·00		
	Stellarton to Pictou ... 14·00		
	Trenton to Pictou Landing ... 7·00		
	Pt. Tupper to Sydney ... 91·00		
	Branch to North Sydney ... 5·00		
	do Pt. du Chêne to Painsec ... 11·00		
	do Dalhousie ... 7·00		
	do St. Charles ... 25·00		
	do Dartmouth ... 5·00		
	do Indiantown ... 14·00		
	do Oxford Junction to Brown's Pt. ... 67·00		
	do Pugwash ... 5·00		
		1,141·00	
	Prince Edward Island—		
	Main Line—Alberton to Georgetown ... 147·00		
	Branch—Mount Stewart to Souris ... 38·40		
	do Alberton to Tignish ... 13·10		
	do Emerald to Cape Traverse ... 12·10		
		210·60	
			1,351·6
Caraquet	From Gloucester Junction, Intercolonial Railway, 5 miles south of Bathurst Station, easterly along the south shore of Baie des Chaleurs to Shippigan Harbour, N.B.		68·00
Carillon and Grenville	Carillon to Grenville, Que., connecting at both termini with Ottawa River Navigation Company's steamers (Gauge, 5 ft. 6 in.).		13·00
Central Ontario	From Picton, in Prince Edward County, Ont., to Coe Hill Iron Mines, Wollaston, County of Hastings; connects with Grand Trunk at Trenton, Midland Railway, 2 miles west of Stirling, and with Ontario and Quebec, in Township of Rawdon		104·00
Central Railway of New Brunswick	From Norton Station, on the Intercolonial Railway, to Chipman	45·00	
	From Hampton to Quaco (formerly St. Martin's and Upham Railway)	30·00	
			75·00

TABLE showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance. Miles.	Distance. Total.
Cumberland Railway and Coal Company (formerly Spring Hill and Parrsboro')	Spring Hill Junction, Intercolonial Railway, to Spring Hill Coal Mines, N.S., and Parrsboro', on the Bay of Fundy	32·00	
	Spring Hill and Oxford Branch, from Spring Hill Mines to Oxford Village on the Oxford and New Glasgow Branch I. C. R	14·00	46·00
Drummond County	Ste. Rosalie, Que., junction with Grand Trunk Railway, to Ball's Wharf on River St. Lawrence, connects with Canadian Pacific Railway at Drummondville	62·81	
	St. Leonard to Forestdale, towards Chaudière	20·00	82·81
Elgin and Havelock	From Elgin, County of Albert, N.B., to Petitcodiac Junction with Intercolonial Railway; thence to Havelock, in County of King's		27·00
Erie and Huron	Rondeau, Lake Erie, Ont., to Sarnia, passing through the Town of Chatham, Ont., connects with Canada Southern and Great Western and Lake Erie and Detroit River Railways		76·75
Esquimalt and Nanaimo	Victoria to Wellington, Island of Vancouver		78·00
Fredericton and St. Mary's Railway Bridge	Over the St. John River, connecting the Fredericton Railway, at Fredericton, with the New Brunswick Railway and Canada Eastern Railway at St. Mary's		2·10
Grand Trunk (owned)— Main Line	From Point Edward to Point Lévis and Boundary Line, Vermont	719·75	
	From Niagara Falls to Windsor	229·50	949·25
Branches	Connections at Toronto with G.W. and N., and N.W.	4·75	
	Montreal to Dorval	10·25	
	Sarnia Extension—Point Edward to Sarnia	3·00	
	Montreal Landing to Wharfs	0·75	
	Arthabaska to Doucet's Landing	35·25	
	Kingston—Main Line to Kingston City	2·25	
	Waterloo and Berlin to Galt	14·50	
	St. Mary's to London	22·00	
	St. Lambert to Boundary Line, N.Y., and St. Isidore to Province Line	65·50	
	Blackwell to St. Clair Tunnel	5·00	
	Port Dover to Wiarton, Durham and Port Rowan	189·75	
	Brosseaus to Dundee and Valleyfield	81·00	
	Jacques Cartier to Canadian Pacific Junction	6·50	
	Waterloo to Elmira	10·25	
	Belleville to Midland	164 00	
	Lindsay to Scarboro' Junction	60·25	
	do Haliburton	54·25	
	Whitby to Manilla	33·75	
	Lakefield Junction to Lakefield	11·75	
	North Hastings Junction to Eldorado	22·25	
	Blackwater to Coboconk	36·25	
	Madoc to Bridgewater	8·75	
	Port Hope to Omemee	32·00	
	Millbrook to Peterboro'	12·25	
	Stouffville to Lake Simcoe	26·50	
	Peterboro' to Chemong Lake	8·25	
	Coldwater branch	1·50	
	Connection, Merritton	0.17	
	do Stony Creek	2·08	
	Loop Gages (N. and N.W.)	0·48	
	Hamilton to Toronto	36·64	

TABLE showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance. Miles.	Distance. Total.
Grand Trunk— Branches—*Con.*	Loop—Junction Cut—Toronto Branch	0·36	
	Connection, Burlington do East	0·13	
	do do do West	0·21	
	Harrisburg to Guelph	27·18	
	Connection do (W.G. and B)	0·11	
	Harrisburg to Brantford	7·76	
	Brantford Branch Junction with G.T	0·13	
	Komoka to Sarnia	50·85	
	Wyoming to Petrolia	4·71	
	Fort Erie to Glencoe	145·55	
	Connection, Welland Junction, East	0.26	
	do do West	0·50	
	do Canfield Junction	0·19	
	do Simcoe (G. B. & L. E.)	0·24	
	East Y, St. Thomas	0·32	
	Allanburg to Clifton Junction	8·33	
	Port Colborne to Port Dalhousie	25·14	
	Glencoe to Kingscourt Junction	21·04	
	Guelph to Southampton	101·26	
	Palmerston to Kincardine	66·67	
	do connection	0·20	
	Hyde Park to Wingham Junction	68·88	
	Connection, Clinton Junction	0·13	
	Brantford Loop Line	34·78	
	Toronto Belt Line, Swansea to Carleton	4·37	
	do Don to Fairbank Junction	8·33	
	Toronto to Gravenhurst	111·60	
	Allandale to Collingwood	31·76	
	Hamilton to Allandale	93·82	
	do to Port Dover	40·25	
	Collingwood to Meaford	20·50	
	Elmvale to Hillsdale	8·28	
	Beeton Junction to Collingwood	39·83	
	Gravenhurst to Nipissing Junction with C.P.R.	111·37	
	Colwell to Penetanguishene	33 34	
	Cobourg to Harwood	15·00	
			2,045 00
	Total owned		2,994·25
	Leased and partly owned— Buffalo and Lake Huron, Fort Erie to Goderich		162·00
	Leased or rented— Wharf Branch, Montreal		1·75
	Total miles operated		3,158 00
St. Clair Tunnel and approaches.	Park Head to Owen Sound under construction	13·19	
	Under the St. Clair River, between Sarnia and Port Huron—connecting the Grand Trunk Railway with railroads in State of Michigan		2·23
	(Length of tunnel, between portals 6,000 ft., cylindrical in section with clear inside diameter of 19 ft. 10 inches.)		
Great Eastern	Constructed from junction with South-eastern Railway at Yamaska to River St. Francis	6·00	
	Constructed from Nicolet to Junction with Grand Trunk Railway at St. Grégoire	7·00	
			13·00
Montreal and Sorel.	From junction with Grand Trunk Railway at St. Lambert to Armstrong opposite to Sorel		44·67
Great Northern	Constructed from St. Jérôme to Ste. Julienne		18·00
Great North-west Central	Constructed from junction with C.P.R. at Chater, westward to Hamiota		50·93

TABLE showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance. Miles.	Distance. Total.
Hereford	From International Boundary to Dudswell, County Wolfe, connects with Canadian Pacific Railway at Cookshire, and with Quebec Central at Dudswell	48·43	
	Dudswell to Lime Quarries (Dominion Lime Company)	4·57	
			53·00
Irondale, Bancroft and Ottawa	Constructed from junction with Grand Trunk Railway near Kinmount Station, to Gooderham		20·00
Joggins, now Canada Coals and Railway Co	Maccan Station, I.C.R. to Joggins Mine		12·00
Kent Northern	Richibucto, N.B., to Intercolonial Railway	27·00	
St. Louis and Richibucto	Richibucto to St. Louis	7·00	
			34·00
Kingston and Pembroke	Main Line—Kingston to Pembroke	103·10	
	Glendon Branch—Bedford to Zanesville mine	4·00	
	Robertsville Branch—To Robertsville Mines	1·00	
	Branches—To Doran's Mills, Charcoal Works, McLaren's Mills, Bethune's Mines, Lavant Mills, Clyde Forks Mills and Francis Mills	4·75	
	(Connects with Grand Trunk at Kingston, Canadian Pacific at Sharbot Lake and at Renfrew.)		112·85
Kingston, Napanee and Western	Late Napanee, Tamworth and Quebec :—		
	Napanee to Tamworth	28·50	
	Yarker to Harrowsmith	7·00	
	Tamworth to Tweed	20·95	
	Harrowsmith to Sydenham	4·37	
			60·82
Lotbinière and Mégantic	Lyster Station, Grand Trunk, towards St. Jean Deschaillons, constructed		11·00
L'Assomption	L'Epiphanie Station, C.P.R., to L'Assomption		3·00
Lake Erie, Essex and Detroit River	From Walkerton, Ontario, on G.T.R., to Ridgetown	84·05	
	Branch—Foster's to Decew's Mills	4·00	
			88·05
Lake Témiscamingue Colonization Railway	Between Mattawa and head of Lake Kippewa, in several sections		25·50
London and Port Stanley	London to Port Stanley, on Lake Erie		23·84
Lower Laurentian (formerly St. Lawrence, Lower Laurentian and Saguenay)	From St. Tite, on C.P.R., to Rivière à Pierre, on Quebec and Lake St. John Railway		39·50
Manitoba and North-western	Portage la Prairie to Yorkton	223·05	
	Shell River Branch	11·45	
	Leased—Saskatchewan and Western—Minnedosa to Rapid City	15·47	
			249·97
Manitoba and South-eastern	From Winnipeg south-easterly to west side of Lake of the Woods ; 8 miles under construction		
Montfort Colonization	From junction with Montreal and Western near St. Sauveur to Montfort, 11 miles under construction		10·00
Massawippi Valley	From Lennoxville to Vermont boundary, there connecting with Connecticut and Passumpsic Rivers Railway ; also connects with Grand Trunk and C.P.R. at Lennoxville	32·00	
	Branch—Stanstead Junction to Stanstead	2·00	
			34·00
Montreal and Vermont Junction	From Junction with Stanstead, Shefford and Chambly Railway, 2½ miles east of St. Johns, P.Q., to Junction with Vermont and Canada Railway, at Vermont boundary ; also connects at Stanbridge with Lake Champlain and St. Lawrence Junction Railway		23·60
Montreal, Portland and Boston	Junction with Grand Trunk at St. Lambert to Farnham	32·00	
	Marieville to St. Césaire	8·60	
			40·60

TABLE showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance. Miles.	Distance. Total.
Nakusp and Slocan	From Nakusp on Arrow Lake to Three Forks of Carpenter Creek, B.C.		37·00
Nelson and Fort Sheppard.	From West Arm of Kootenay Lake, near Nelson, to Fort Sheppard on International boundary, B.C.		55·00
New Glasgow Iron, Coal and Railway Company	From Ferrona Junction, I.C.R., to Sunny Brae		12·50
New Brunswick and Prince Edward Island	From Sackville Station, Intercolonial Railway, to Cape Tormentine		36·00
Niagara Falls Park and River Electric Railway	Queenstown to Chippewa		13·68
Northern Pacific and Manitoba	Winnipeg to International boundary	65·93	
	Winnipeg to Portage la Prairie	52·52	
	Morris to Brandon	145·25	
	Connection with C.P.R. at Winnipeg	1·24	
			264·94
Nosbonsing and Nipissing	From Lake Nosbonsing to Lake Nipissing		5·50
Nova Scotia Central	From Middleton, on the Windsor and Annapolis Railway, to town of Lunenburg, on the Atlantic Coast, N.S.		74·00
Orford Mountain	Eastman, on C.P.R., to Kingsbury, Que.		26·50
Ottawa and Gatineau Valley	Canadian Pacific Railway Station at Hull, Que., to Wright, Pickanock River		56·00
Ottawa, Arnprior and Parry Sound	Ottawa to Golden Lake		84·00
Ottawa Valley	Lachute, on C.P.R., to St. Andrews on Ottawa River.		7·00
Parry Sound Colonization	From Scotia, on Northern and Pacific Junction Railway to Eglington		30·00
Philipsburg Junction	Standbridge Station of Canadian Pacific and Central Vermont Railways, to Philipsburg		6·75
Pontiac and Renfrew	From Wyman's Station, on Pontiac Pacific Junction Railway, to Bristol Iron Mines, County Pontiac, Que		4·25
Pontiac Pacific Junction	From Junction with Canadian Pacific Railway at Aylmer, Que., to Coulonge village		61·00
	(Rails laid on 71 miles from Aylmer and 61 miles in operation.)		
Port Arthur, Duluth and Western	Port Arthur to Gunflint Lake on Minnesota boundary		85·50
	(Connects with C. P. R. at Port Arthur and Fort William.)		
Qu'Appelle, Long Lake and Saskatchewan	From Canadian Pacific Railway at Regina, northwesterly to Long Lake and Prince Albert		253·96
Quebec and Lake St. John.	Quebec to Roberval	191·00	
	Chambord Junction to Chicoutimi	51·00	
			242·00
Quebec Central	Main Line—Sherbrooke to Harlaka Junction, Intercolonial Railway, 5 miles from Lévis, Que.	137·50	
	Chaudière Branch—Beauce Junction to St. Francis.	15·00	
	Angus Branch—East Angus to Angus Mills.	1·00	
			153·50
	(Connects with Grand Trunk, Passumpsic and C.P.R at Sherbrooke.)		
Quebec, Montmorency and Charlevoix	Hedleyville, Parish of St. Roch, Quebec, to Ste. Anne de Beaupré		21·00
Stanstead, Shefford and Chambly.	From Junction with Montreal and Vermont Junction Railway, near St. John, Que., easterly to Waterloo.		43·00
Shore Line (formerly Grand Southern).	St. John to St. Stephen, N.B.		82·50
Stewiacke Valley and Lansdowne	Graham's Siding, Intercolonial Railway, to Upper Stewiache, thence to Lansdowne (10 miles under construction)		
South-eastern	Main Line—West Farnham to Richford on International Boundary	33·80	
	Northern Division—Sutton Junction to Sorel	95·50	

TABLE showing Location of Railways, &c.—*Concluded.*

Name of Railway.	Description.	Distance. Miles.	Distance. Total.
South-eastern—*Continued.*	Between Newport and Richford—Part of Line in Canada	10·80	
	Lake Champlain and St. Lawrence Junction—Standbridge to St. Guillaume	61·40	
			201·50
	(Connects with Connecticut and Passumpsic Railway, Grand Trunk and Stanstead, Shefford and Chambly.)		
St. Catharines and Niagara Central	St. Catharines, Ont., to Niagara Falls		12·35
St. John Bridge and Railway Extension	From St. John to Fairville, crossing St. John River at the Falls by a cantilever steel bridge, and connects Intercolonial Railway with New Bruswick Railway, C.P.R., included in Canadian Pacific System		1·75
St. John Valley and Rivière du Loup	From Fredericton, N.B., to Woodstock, N.B. (6 miles under construction)		
Salisbury and Harvey (formerly Albert Railway)	Salisbury to Albert, N.B.	45·00	
	Branches to Mills	1·75	
	Hillsboro' to Gray's Island	1·00	
	Albert to Prescott	1·00	
	Stony Creek to Manganese Mine	1·25	
			50·00
Harvey Branch	Albert to Harvey Bank, N.B		3·00
St. Lawrence and Adirondack	From Junction with Canada Atlantic near Valleyfield to International Boundary		20·31
Thousand Islands	Gananoque to Gananoque Station, G.T.R.		4·33
Témiscouata	Rivière du Loup, Que., on Intercolonial, to Edmundston, N.B., on the New Brunswick Railway	81·00	
	Branch—Edmundston to Connors, on St. John River	32·00	
			113·00
Tobique Valley	From Perth Centre on C.P.R. to Plaster Rock, N.B., operated by Canadian Pacific		28·00
United Counties	St. Hyacinthe to Iberville Junction, C.P.R.		30·00
Victoria and Sidney	City of Victoria to Sidney, Vancouver Island		16·26
Western Counties (now Yarmouth and Annapolis)	Yarmouth to Annapolis, N.S.		87·00
Windsor and Annapolis	Windsor to Annapolis, N.S.	84·00	
	Branches—		
	Wilmot to Forbrook	3·50	
	From Kentville to Kingsport, on Basin of Minas (formerly Cornwallis Valley Railway)	14·00	
Leased Line	Windsor Branch—Windsor to Windsor Junction, Intercolonial Railway, 14 miles from Halifax.	32·00	
			133·50
Wood Mountain and Qu'Appelle	From Canadian Pacific Railway, near Qu'Appelle Station, to Fort Qu'Appelle, thence north-easterly (17 miles under construction)		
Winnipeg and Hudson Bay, now Winnipeg Great Northern	Winnipeg to Port Nelson on Hudson Bay (Constructed 40 miles, Winnipeg to St. Laurent on Lake Manitoba.)		40·00

5.25 from Dominion Govt.

SUMMARY STATEMENTS

RELATING TO MILEAGE, CHARACTERISTICS OF ROADS, ROLLING STOCK, OPERATIONS, PASSENGERS AND FREIGHT CARRIED, EARNINGS, OPERATING EXPENSES AND ACCIDENTS.

No. 2.—SUMMARY STATEMENT of Characteristics of

Number.	Name of Railway.	Length of Line.				Length of Siding.	Weight per Yard.	
		Completed. (Rails laid.)	Under Construction.	Iron Rails.	Steel Rails.		Iron Rails.	Steel Rails.
		Miles.	Miles.	Miles.	Miles.	Miles.	Lbs.	Lbs.
1	*Alberta Railway and Coal Co	64·62			64·62	4·50		35 & 30
2	Albert Southern	16·00			16·00	·48		56
3	Baie des Chaleurs	80·00			80·00	1·25		56
4	Bay of Quinté Railway and Navigation Co. 4·00 Kingston, Napanee & Western 60·82	64·82			64·82	7·00		56
5	Brockville, Westport and Sault Ste. Marie	45·00			45·00	1·80		56
6	Buctouche and Moncton	32·00			32·00	2·00		56
7	Calgary and Edmonton	295·07			295·07	9·38		56
8	Canada Atlantic 138·00 Central Counties 21·00	159·00			138·00 21·00	43·00 2·00		56 to 72 56
9	Canada Coals & Railway Co., late Joggins	12·00			12·00	2·00		56
10	Canada Eastern	127·00	11·75		127·00	6·00		56 & 60
11	†Canada Southern	381·06			381·06	156·49		80, 65, 60
	Canadian Government Railways—							
12	‡Intercolonial (including Dartmouth Branch, 5 miles)	1141·00			1141·00	150·25		56, 57½, 67
13	Prince Edward Island	210·60		109·60	101·00	15·71	38	50 & 52
14	§Canadian Pacific Railway 4963·10 Leased lines— Atlantic and North-west 205·00 Columbia and Kootenay 27·70 Credit Valley 175·10 Manitoba and South-western Colonization 217·80 Toronto, Grey and Bruce 191·30 Ontario and Quebec 469·00 West Ontario Pacific 26·60 St. Lawrence and Ottawa 58·40 Fredericton 22·10 New Brunswick 173·95 St. John Bridge and Railway Extension 1·75 New Brunswick and Canada 117·20 St. John and Maine 91·80 Alberta Railway (Dunmore to Lethbridge) 109·50 Tobique Valley 28·00 Shuswap and Okanagan 51·00 Montreal and Western 70.00 Montreal and Lake Maskinongé 12·90 Guelph Junction 15·00	6127·20		47·80	6079·40	676·00		56–72
15	Caraquet	68·00			68·00	3·25		50
16	Carillon and Grenville	13·00		13·00		0·25	65	
17	Central Ontario	104·00		32·00	72·00	9	42	56
18	Central of New Brunswick	75·00			75·00	2·50		52 & 56
19	Cumberland Railway and Coal Co	46·00			46·00	10.50		56-67
20	Drummond County	82·81			82·81	4·60		56 & 60
21	Elgin and Havelock	27·00			27·00	2·00		56
22	Erie and Huron	76·75			76·75	4·80		54 & 56
23	Esquimalt and Nanaimo	78·00			78·00	2·00		50 & 54
24	Fredericton and St. Mary's Railway and Bridge Co	2·10			2·10	·12		56

*The portion from Dunmore to Lethbridge, 109½ miles included in Canadian Pacific Ry. as leased.
†95·25 miles double track. ‡1·50 double track. §13·20 miles double track.

Roads, &c., for the year ended 30th June, 1894.

Number of Ties per Mile.	Nature of Rail Fastenings.	Number of Grain Elevators.	No. of Level crossings		No. of Overhead Bridges.	Height of Overhead Bridges above rail level.	No Level Crossings of other Railways.	No. of Junctions with other Railways.	No. of Junctions with branch lines.	Radius of Sharpest Curve.	Number of Feet per Mile of heaviest gradient.	Gauge of Railway.	Number.
			Guarded.	Not Guarded.									
						Feet.				Ft.		Ft.	
2640	Plain fishplates			10			1	2		573	53	3·	1
2640	do			11				2		955	120	4·8½	2
2640	do			14	3	22		1		717	67	4·8½	3
3000	Plain and angle fishplates	4		50	1		1	4		955	90	4·8½	4
2640	Fisher bridge joint			35				2		717	58	4·8½	5
2640	Plain fishplates			18			1	1		955	73	4·8½	6
2600	Angle and plain fishplates			148				2		1146	53	4·8½	7
3000	do do		6	104	3	22	6	4	1	2865	40	4·8½	8
2640	Fishplates			20				1		955	53	4·8½	
3000	do			4				1	1	955	79	4·8½	9
2640	Plain and angle fishplates		1	33			1	4	1	955	80	4·8½	10
2800	Joint splice, 4 and 6 bolts, nut locks		8	380	16	19	17	16	6	913	75	4·8½	11
2640	Angle and plain fishplates	1	9	429	29	18½ to 35	6	24	20	694	65	4·8½	12
2640	do do			956	2	17¼				396	90	3·6	13
2640 to 3168	Angle and plain fishplates	10	30	2864	76	20 to 24	48	62	51	500	*237	4·8½	14
2600	Plain fishplates			12				1		1000	60	4·8½	15
1760	Chairs		1	8	1	17				1910	100	5·6	16
2640	Plain fishplates			94			3	4		955	105	4·8½	17
2640	do			40				2		716	74	4·8½	18
2600	do			17			1	3		820	160	4·8½	19
2640	Plain and angle fishplates			46	3		2	3	1	717	66	4·8½	20
2000	Plain fishplates			24			1	1		717	90	4·8½	21
2640	do			111			5	6		661	52	4·8½	22
2992	Angle fishplates			15	2	23				573	80	4·8½	23
2564	Angle and plain fishplates			6				2		1433	50	4·8½	24

* Temporary.

No. 2.—SUMMARY STATEMENT of Characteristics of

Number.	Name of Railway.	Length of Line.				Length of Siding.	Weight per Yard.	
		Completed. (Rails laid.)	Under Construction.	Iron Rails.	Steel Rails.		Iron Rails.	Steel Rails.
		Miles.	Miles.	Miles.	Miles.	Miles.	Lbs.	Lbs.
25	§ Grand Trunk 884·25							
	Great Western 561·80							
	Brantford, Norfolk and Port Burwell 34·78							
	Buffalo and Lake Huron 162·00							
	Grand Trunk, Georgian Bay and Lake Erie 172·75							
	London, Huron and Bruce 69·01							
	Waterloo Junction 10·25							
	Wellington, Grey and Bruce. 168·13							
	Northern 172·10							
	North Simcoe 33·34							
	Hamilton and North-western. 173·90							
	Northern & Pacific Junction. 111·37							
	Midland 175·22	3158·00		59·50	3098.50	664·75	40 to 65	56 to 79
	Grand Junction 85·40							
	Toronto and Nipissing 85 00							
	Lake Simcoe Junction 26·50							
	Victoria 53·25							
	Whitby, Pt. Perry and Lindsay 46.50							
	Cobourg, Blairton and Marmora 15·00							
	Jacques Cartier Union 6·50							
	Montreal and Champlain Junction 61·75							
	Beauharnois Junction. 19·50							
	South Norfolk 17·00							
	Toronto Belt Line 12.70							
	Owen Sound Branch of Grand Trunk.		13·19			1·75		65
26	Great Eastern	13·00	15·00		13·00	1·00		56
27	Great Northern	18·00	10·00		18·00	1·00		56
28	Great North-west Central	50·93			50·93	1·99		56
29	Hereford	53·00			53·00	5·57		56
30	Irondale, Bancroft and Ottawa	20·00	10·00		20·00	·75		56
31	Kent Northern, including St. Louis and Richibucto	34 00		3·50	30·50	3·00	67	56
32	Kingston and Pembroke	112·85		9·75	103·10	21·00	50 to 84	56
33	L'Assomption	3·00		...	3·00	·25		56
34	Lake Erie and Detroit River	88·05			88·05	12·00		56
35	Lake Temiscamingue Colonization	25·50	21·67		25·50			56
36	Lotbinière and Megantic	11·00	12·00		11·00	·50		56
37	Lower Laurentian	39·50			39·50	2·50		56
38	London and Port Stanley	23·84			23·84	2·47		76
39	Manitoba and North-western. 234·50 Saskatchewan and Western. 15·47	249·97		...	249·97	23·42		56
40	Manitoba and South-eastern		8·00					
41	Massawippi Valley	34·00			34·00	2·50		50 & 60
42	Montfort Colonization	10·00	11·00		10·00	·20		56
43	Montreal and Sorel (now North Shore)	44 67			44·67	4·00		56
44	Montreal and Vermont Junction	23·60			23·60	2·00	72 & 60	
45	Montreal, Portland and Boston	40·60			40·60	1·40		56
46	Nakusp and Slocan	37·00			37·00	1·90		56
47	Nelson and Fort Sheppard	55·00	5·00		55·00	1·70		56
48	New Brunswick and Prince Edward	36·00			36·00	1·50		56

§ 404·50 miles double track.

Roads, &c., for the year ending 30th June, 1894—*Continued.*

Number of Ties per Mile.	Nature of Rail Fastenings.	Number of Grain Elevators.	No. of Level crossings		No. of Overhead Bridges.	Height of Overhead Bridges above rail level.	No. Level Crossings of other Railways.	No. of Junctions with other Railways.	No. of Junctions with branch lines.	Radius of Sharpest Curve.	Number of Feet per Mile of heaviest gradient.	Gauge of Railway.	Number.
			Guarded.	Not Guarded.		Feet.				Ft.		Ft.	
2640	Plain and angle fishplates	12	69	2692	237	15 to 28	63	65	102	1100 †600	53 †105	4·8½	25
2640	Plain fishplates			17				1	1	955	79	4·8½	
2640	Plain fishplates			6			3			2865	26	4.8½	26
2640	do			12				2		2292	53	4·8½	27
2640	do	2		24				1		955	60	4·8½	28
2800	do			28			2	3		955	66	4·8½	29
2640	do			5				1		1000	60	4·8½	30
2432	do			10			1	1		1000	60	4·8½	31
2640	Plain and angle fishplates			56	3	16 & 21½	5	5	13	955	79	4·8½	32
2500	Plain fishplates			1				1		955	20	4·8½	33
2700	Plain and angle fishplates		1	88	1	19½	5	4		1433	53	4·8½	34
	Plain fishplates									477	106	4·8½	35
2600	do			1				1		819	52	4·8½	36
2640	do			25				2	1	917	105	4·8½	37
2640	do		1	27	5	20	2	3		716	53	4 8½	38
2700	Plain and angle fishplates	17		180				2	2	955	105	4·8½	39
													40
2800	Plain fishplates		1	20	1	19	1	2	1	478	76	4·8½	41
2620	do			13	1	20		1		573	168	3·00	42
2640	do			12				1		2292	53	4·8½	43
3000	do			51				2			52	4·8½	44
3000	do and chairs			7			1	2					45
2600	Plain and angle plates									295	132	4·8½	46
2640	Angle bars									573	132	4·8½	47
2400	Plain fishplates			26				1		1000	66	4·8½	48

† Branch lines.

No. 2.—SUMMARY STATEMENT of Characteristics of

Number.	Name of Railway.	Length of Line.				Length of Siding.	Weight per Yard.	
		Completed. (Rails laid).	Under Construction.	Iron Rails.	Steel Rails.		Iron Rails.	Steel Rail.
		Miles.	Miles.	Miles.	Miles.	Miles.	Lbs.	Lbs.
49	New Glasgow Iron, Coal & Railway Co.	12·50		.. .	12·50	3·00		56
50	*Niagara Falls, Park and River (Electric Railway)	13·68			13·68	·89		56
51	Northern Pacific and Manitoba	264·94			264·94	29·42		56
52	Nosbonsing and Nipissing	5·50			5·50	1·25		56
53	Nova Scotia Central	74·00			74·00	2·75		56
54	Nova Scotia Southern		3·25					
55	Orford Mountain	26.50			26·50	1.00		56
56	Ottawa, Arnprior and Parry Sound	84·00	60·00		84·00	9·00		72
57	Ottawa and Gatineau Valley	56·00			56·00	2·00		56
58	Ottawa Valley	7·00			7·00	·20		56
59	Parry Sound Colonization	30·00	10·00		30·00	4·50		56 & 72
60	Philipsburg Junction Ry. & Quarry Co.	6·75			6·75			56
61	Pontiac and Renfrew	4·25			4·25	·75		56
62	Pontiac Pacific Junction	61·00	10·00	. .	61·00	3·00		56
63	Port Arthur, Duluth and Western	85·50			85·50	4·00		56
64	Qu'Appelle, Long Lake & Saskatchewan	253·96			253·96	6·86		56
65	Quebec Central	153·50	59·50	1·00	152·50	9·75		56 & 70
66	Quebec and Lake St. John	242·00			242·00	14·00		56 & 60
67	Quebec, Montmorency and Charlevoix	21·00	9·00		21·00	1·50		56
68	Salisbury and Harvey	50·00		42·00	8·00	1·25	60	56
	Harvey Branch	3·00			3·00	·25		56
69	Short Line	82 50			82·50	2·50		50
70	Stanstead, Shefford and Chambly	43·00		29·00	14 00	2·00	60	60
71	St. Catharines and Niagara Central	12·35			12·35	1·00		56
72	†St. Clair Tunnel Yard and Approach	2·23			2·23	11·00		100
73	St. John Valley and Rivière du Loup		6·00					
74	St. Lawrence and Adirondack	20·31			20·31	·90		72
75	South-eastern 140·10 Lake Champlain and St. Lawrence Junction 61·40	201·50		36·00	165·50	17·60	35-36	56, 60, 72
76	Stewiacke Valley and Lansdowne		10·00					80
77	Sydney & Louisburg (Dominion Coal Co.)		30·25	. ..				56
78	Temiscouata	113·00			113·00	5·00		56
79	Thousand Islands	4·33			4·33	1·00		56
80	Toronto, Hamilton and Buffalo, formerly Brantford, Waterloo and Lake Erie.	17·00	25·66		17·00	·75		56
81	United Counties	30·00			30·00	1·25		56
82	Victoria and Sidney, B.C.	16·26			16·26	1·20		50
83	Windsor and Annapolis 87·50 Cornwallis Valley 14·00 Windsor Branch 32·00	133·50		3·50	130·00	6·00	67	56-60
84	Winnipeg Great Northern (formerly Winnipeg and Hudson Bay	40·00			40·00	2·00		56
85	Wood Mountain and Qu'Appelle		17·00					
86	Yarmouth & Annapolis (formerly Western Counties	87·00		13·00	74·00	4·50	56	56 & 60½
		15767·60	358·27	399·65	15367·95	2017·09		

*Electric Ry. 11·43 miles, double track. †Length of tunnel 6,000 ft.; inside diameter 19 ft. 10 in.

Roads, &c., for the year ending 30th June, 1894.

Number of Ties per Mile.	Nature of Rail Fastenings.	Number of Grain Elevators.	No. of Level crossings		No. of Overhead Bridges.	Height of Overhead Bridges above rail level.	No. Level Crossings of other Railways.	No. of Junctions with other Railways.	No. of Junctions with branch lines.	Radius of Sharpest Curve.	Number of Feet per Mile of heaviest gradient.	Gauge of Railway.	Number.
			Guarded.	Not guarded.		Feet.				Ft.		Ft.	
2640	Angle bars			5				1	1	955	79	4·8½	49
2640	do		1	16	2	14 & 22		2		115	300	4·8½	50
2640	Plain and angle fishplates	12	1	234			6	2	3	573	63	4·8½	51
2600	Plain fishplates			1			1	1		955	132	4·8½	52
2640	Angle bars			23	1	21		1		819	80	4·8½	53
													54
2640	Plain fishplates			17				1		955	74	4·8½	55
2640	do and angle bars			36			2	2		1433	40	4·8½	56
2640	Plain and angle plates			34					1	573	106	4·8½	57
2600	Plain fishplates			3				1		1146	60	4·8½	58
2640	Plain and angle fishplates			13				1		955	66	4·8½	59
2640	Plain fishplates			3				1	1	955	52	4·8½	60
2640	do							1		717	106	4·8½	61
2640	Angle bars			47			1	2		1146	53	4·8½	62
2640	Plain fishplates			5			3	1		573	95	4·8½	63
2640	Angle bars			25			1	1		1146	65	4·8½	64
2640	Plain fishplates			26			2	5	1	882	76	4·8½	65
2640	Plain and angle fishplates	1	2	56				3	2	717	105	4·8½	66
2646	Plain fishplates		1	5	1	22		1		1443	42	4·8½	67
2600	do			31	1	15		2		717	80	4·8½	68
2640	do			2				2		717	53	4·8½	
2992	do			15	5	23	3	3		573	85	4·8½	69
2640	do			42			3	4		717	60	4·8½	70
2600	do			20	3	22	1	2		717	79	4·8½	71
	Angle bars										106	4·8½	72
												4·8½	73
2640	Plain fishplates			15			1	2		1433	53	4·8½	74
2640	Plain and angle fishplates			181	2	19·6	8	7	3	410	83	4·8½	75
													76
2640	Angle bars				1	16				1433	70	4·8½	77
2640	Plain fishplates			38			1	2		819	79	4·8½	78
3000	Angle bars			8				1		660	84	4·8½	79
2700	Plain fishplates			18	1	20		2		955	40	4·8½	80
2640	do			14			3	5		955	52	4·8½	81
2550	do			13	1	14				637	105	4·8½	82
2640	do			90	1	32		3	2	955	75	4·8½	83
2640	do			6				1		2865	31	4·8½	84
													85
2600	Plain fishplates and angle bars		1	67	3	24		1		600	80	4·8½	86
		59	135	9869	406		212	313	215				

No. 3.—SUMMARY STATEMENT of the different descriptions of

Number.	Name of Railway.	Length of Line.		Number of Engines.		Number of Sleeping Cars.		Number of Palace or Drawing Room Cars.	
		Completed.	Under Construction.	Owned.	Hired.	Owned.	Hired.	Owned.	Hired.
		Miles.	Miles.						
1	Alberta Railway and Coal Co	64·62		18					
2	Albert Southern	16·00		1					
3	Baie des Chaleurs	80·00		5					
4	Bay of Quinté Railway and Navigation Co. 4·00 Kingston, Napanee and Western 60·82	64·82		5					
5	Brockville, Westport and Sault Ste. Marie	45·00		2					
6	Buctouche and Moncton	32·00		2					
7	Calgary and Edmonton	295·07							
8	Canada Atlantic 138·00 Central Counties 21·00	159·00		24	4				2
9	Canada Eastern	127·00	11·75	8					
10	Canada Southern	381·06		129	6				3
	Canadian Government Railways:—								
11	Intercolonial, including Dartmouth Branch	1,141·00		204		15		5	
12	Prince Edward Island	210·60		21					
13	Canadian Pacific 4,063·10 *Leased Lines:—* Atlantic and North-west 205·00 Ontario and Quebec 469·00 Credit Valley 175·10 West Ontario Pacific 26·60 Toronto, Grey and Bruce 191·30 Guelph Junction 15·00 St. Lawrence and Ottawa 58·40 Montreal and Western 70·00 Montreal and Lake Maskinongé 12·90 New Brunswick 173·95 New Brunswick and Canada 117·20 St. John and Maine 91·80 St. John Bridge and Ry. Extension 1·75 Fredericton 22·10 Manitoba and South-western Colonization 217·80 Columbia and Kootenay 27·70 Shuswap and Okanagan 51 00 Tobique Valley 28·00 Alberta Ry.—Dunmore to Lethbridge 109 50	6,127·20		*592		†121			
14	Caraquet	68·00		3					
15	Carillon and Grenville	13·00		3					
15	Central Ontario	104·00		8					
17	Central of New Brunswick	75·00		1	2				
18	Cumberland Railway and Coal Co	46·00		8					
19	Drummond County	82·81		4	1				
20	Elgin and Havelock	27·00		2					
21	Erie and Huron	76·75		5					
22	Esquimalt and Nanaimo	78·00		5					
23	Fredericton and St. Mary's Railway and Bridge Co.	2·10							
24	Grand Trunk 884·25 Great Western 561·80 Brantford, Norfolk and Port Burwell 34·78 Buffalo and Lake Huron 162·00 Waterloo Junction 10·25 Wellington, Grey and Bruce 168·13 Northern 172·10 North Simcoe 33·34 Hamilton and North-western 173·90 Northern and Pacific Junction 111·37								

Rolling Stock, for the Year ended 30th June, 1894.

Number of First Class Cars.		Number of Second Class and Emigrant Cars.		Number of Baggage, Mail and Express Cars.		Number of Cattle and Box Freight Cars.		Number of Platform Cars.		Number of Hopper and Dumping Cars.			Remarks.
Owned.	Hired.	Owned.	Hired.	Owned.	Hired.	Owned.	Hired.	Owned.	Hired.	Owned.	Hired.	Number.	
4		3		*12		28		8		288		1	*Including cabooses.
....				1		1		7				2	
1		2		1		6		45				3	
7				5		17		86		*12		4	*Ore cars.
1		1		1		20		10	14			5	
3		1				6		29				6	
....												7	Rolling stock furnished by C.P.Ry.
9		15		5		656	1300	337		6		8	
5		2		2		12		82				9	
42		21		30		2,027		283		{ 48 *133 }		10	*Cars owned but not specified.
92		*101		63		†2,273		2,209		2,185		11	*Including 7 immigrant sleepers. †Including 99 vans.
17		15		4		* 178		125				12	*Including 3 conductors' vans, 8 snow-ploughs and 7 flangers.
217		168		193		10,685	1100	3,543		361		13	*Including 14 engines, special trust. †Including parlour, dining and other cars. Also 919 vans, tool cars, snow-ploughs, &c., owned.
1		1		2		4		16				14	
2		3		1		3	3					15	
2		3		3		34		82				16	
1	2					4	2	20			2	17	*Combination cars.
2				2		2		28		286		18	1 flanger.
1		2		1		29		20				19	
1		1		1		1		8				20	
9				3		2		13				21	
11				3		12		72		10		22	
....												23	Rolling stock of Canada Eastern.

No. 3.—SUMMARY STATEMENT of the different descriptions of

Number.	Name of Railway.	Length of Line.		Number of Engines.		Number of Sleeping Cars.		Number of Palace or Drawing Room Cars.	
		Completed.[a]	Under Construction.	Owned.	Hired.	Owned.	Hired.	Owned.	Hired.
		Miles.	Miles.						
24	Grand Trunk—*Con.*								
	Midland 175·22								
	Grand Junction 85·40	3,158·00		722		*5	34	6	...
	Toronto and Nipissing 85·00								
	Lake Simcoe Junction 26·50								
	Victoria 53·25								
	Whitby, Port Perry and Lindsay 46·50								
	Cobourg, Blairton and Marmora 15·00								
	Jacques Cartier Union 6·50								
	Montreal and Champlain Junction 61·75								
	Beauharnois Junction 19·50								
	South Norfolk 17·00								
	Toronto Belt Line 12·70								
	Owen Sound Branch		13·19						
25	Great Eastern	13·00	15·00	1	3				
26	Great Northern	18·00	10·00		1				
27	Great North-west Central	50·93			2				
28	Hereford	53·00							
29	Irondale, Bancroft and Ottawa	20·00	10·00	1					
30	Joggins, now Canada Coals and Railway Co.	12·00		2					
31	Kent Northern	34·00		2	1				
32	Kingston and Pembroke	112·85		9					
33	L'Assomption	3·00		1	1				
34	Lake Erie and Detroit River	88·05		7					
35	Lake Temiscamingue Colonization	25·50	21·67	2					
36	Lotbinière and Megantic	11·00	12·00	1					
37	Lower Laurentian	39·50		2					
38	London and Port Stanley	23·84							
39	Manitoba and North-western 234·50	249·97		4	5				
	Saskatchewan and Western 15·47								
40	Manitoba and South-eastern		8·00						
41	Massawippi Valley	34·00							
42	Montfort Colonization	10·00	11·00	1					
43	Montreal and Sorel (now South Shore)	44·67		3					
44	Montreal and Vermont Junction	23·60							
45	Montreal, Portland and Boston	40·60							
46	Nelson and Fort Sheppard	55·00	5·00	2					
47	Nakusp and Slocan	37·00			2				
48	New Brunswick and Prince Edward Island	36·00		3					
49	New Glasgow Iron, Coal and Railway Co.	12·50		2					
50	Niagara Falls Park and River (electric railway)	13·68		1					
51	Northern Pacific and Manitoba	264·94		9					
52	Nosbonsing and Nipissing	5·50		1					
53	Nova Scotia Central	74·00		5					
54	Nova Scotia Southern		3·25						
55	Orford Mountain	26·50			2				
56	Ottawa and Gatineau Valley	56·00		2	2				
57	Ottawa, Arnprior and Parry Sound	84·00	60·00	4	4				
58	Ottawa Valley	7·00			1				
59	Parry Sound Colonization	30·00	10·00	3					
60	Philipsburg Junction Railway and Quarry Co.	6·75		1					
61	Pontiac and Renfrew	4·25		1					
62	Pontiac Pacific Junction	61·00	10·00	4					
63	Port Arthur, Duluth and Western	85·50		4					
64	Qu'Appelle, Long Lake and Saskatchewan	253·96							

Rolling Stock, for the Year ended 30th June, 1894—*Continued.*

Number of First Class Cars.		Number of Second Class and Emigrant Cars.		Number of Baggage, Mail and Express Cars.		Number of Cattle and Box Freight Cars.		Number of Platform Cars.		Number of Hopper and Dumping Cars.			Remarks.
Owned.	Hired.	Owned.	Hired.	Owned.	Hired.	Owned.	Hired.	Owned.	Hired.	Owned.	Hired.	Number.	
390		225		214		16,014		5,344	...	1,225		24	*Colonist sleeping cars.
....													
....	2							6				25	
....			1		1							26	
....	2		2		2		12		12			27	
....												28	Operated by Maine Central Ry.
1		1						14				29	
1		1		1								30	
1				2		1		4				31	
5		5		5		22		164				32	2 snow-ploughs and 2 flangers.
1				1								33	
5		6		3		22		195				34	
....		2				1		17				35	
....			1									36	
1		*1						30				37	*Combined 2nd class and baggage car.
....												38	Operated by rolling stock of Canada Southern and Lake Erie and Detroit River Railways.
3	2	3		3	1	*55	†112	46	20			39	*Including 1 van. †Including 3 vans.
....												40	
....												41	Rolling stock furnished by lessees Boston and Maine Ry.
....								19				42	
1	3											43	Freight cars furnished by Grand Trunk.
....												44	Operated with equipment of Central Vermont Ry.
....												45	do do
2			1				1		20			46	
....									30			47	
1		1				2		33				48	
1	1					2		15		27		49	
*40				1						6		50	*Electric motor and trail cars.
4		5		3		*143	150	179				51	*Including cabooses and other cars.
....								40				52	
4		1		2		13		49				53	
....												54	
....	1				1	2		2				55	
2		*9		2		8		28				56	*including 8 excursion cars, also 1 snow plough, 1 flanger.
2				2			41	100	109		12	57	
....	1				1				5			58	
2				2				32				59	
....	1						2		2			60	
....												61	
1		1		1		5		52				62	1 plough and flanger.
2		4		2		10		85				63	
....												64	Rolling stock furnished by C.P.R.

No. 3.—SUMMARY STATEMENT of the different descriptions of

Number.	Name of Railway.	Length of Line.		Number of Engines.		Number of Sleeping Cars.		Number of Palace or Drawing Room Cars.	
		Completed.	Under Construction.	Owned.	Hired.	Owned.	Hired.	Owned.	Hired.
		Miles.	Miles.						
65	Quebec and Lake St. John	242·00		14			4		
66	Quebec Central	153·50	59·50	12					
67	Quebec, Montmorency and Charlevoix	21·00	9·00	4					
68	Salisbury and Harvey 50·00 Harvey Branch 3·00	53·00		2					
69	Shore Line	82·50		5					
70	Stanstead, Shefford and Chambly	43·00		6					
71	St. Catharines and Niagara Central	12·35		2					
72	St. Clair Tunnel, yard and approaches	2·23		4					
73	St. John Valley and Rivière du Loup		6·00						
74	St. Lawrence and Adirondack	20·31							
75	South-eastern 140·10 Lake Champlain and St. Lawrence Junction 61·40	201·50		30			2		
76	Stewiacke Valley and Lansdowne		10·00						
77	Sydney and Louisburg (Dominion Coal Co)		30·25						
78	Temiscouata	113·00		5					
79	Thousand Islands	4·33		1					
80	Toronto, Hamilton and Buffalo	17·00	25·66	2					
81	United Counties	30·00		3					
82	Victoria and Sydney, B.C.	16·26		2					
83	Windsor and Annapolis 87·50 Cornwalls Valley 14·00 Windsor Branch 32·00	133·50		15				2	
84	Winnipeg Great Northern (formerly Winnipeg and Hudson Bay)	40·00							
85	Wood Mountain and Qu'Appelle		17·00						
86	Yarmouth and Annapolis (formerly Western Counties)	87·00		8					
		15,767·60	358·27	1965	37	141	40	13	5

Rolling Stock, for the Year ended 30th June, 1894—*Concluded.*

Number of First Class Cars.		Number of Second Class and Emigrant Cars.		Number of Baggage, Mail and Express Cars.		Number of Cattle and Box Freight Cars.		Number of Platform Cars.		Number of Hopper and Dumping Cars.			Remarks.
Owned.	Hired.	Owned.	Hired.	Owned.	Hired.	Owned.	Hired.	Owned.	Hired.	Owned.	Hired.	Number.	
6		9		9		57		234		...	...	65	
8	..	11		10		153		225		..		66	5 snow ploughs owned ; 1 flanger hired.
4	..	18				5		23				67	
2				2	...	8		20				68	
5				3		7		61				69	
4	...	2		..				...			..	70	Operated by Central Vermont Ry.
1	1			1	...	...		2	3	..		71	
....	...					...				25		72	
...												73	
....	...											74	Operated by the equipment of the N. Y. Central and Hudson River Ry., and the Mohawk and Malone Ry.
9	15	8		6	4	61	371	248	100	50		75	
....									...			76	Not in operation.
...					..	..				..		77	
3		4		2		40		54			...	78	
*1							..	1				79	*Combined passenger and baggage.
1		1		2		2		6				80	
2				1	..	6		9		1		81	
1				1		3		15	...		..	82	
8		8		8		88	...	137	..	22	...	83	4 snow ploughs and flangers.
....	..		..									84	Not in operation.
...												85	do
8				4		21		77				86	
961	31	665	5	626	10	32,758	3094	14,589	315	4,685	14		

No. 4.—SUMMARY STATEMENT of the Operations of the year

Number.	Name of Railway.	Mileage.	Train Mileage.			
			Passenger Trains.	Freight Trains.	Mixed Trains.	Total Train Mileage.
1	Alberta Railway and Coal Co.	64·62			118,587	118,587
2	Albert Southern	16·00		2,000	4,000	6,000
3	Bay of Quinté Navigation Co. 4·00					
	Kingston, Napanee & Western 60·82	64·82			130,383	130,383
4	Baie des Chaleurs	80·00		1,600	12,328	13,928
5	Brockville, Westport and Sault Ste. Marie	45·00	616	70	27,540	28,226
6	Buctouche and Moncton	32·00			20,032	20,032
7	Calgary and Edmonton	295·07		7,339	65,516	72,855
8	Canada Atlantic 138·00					
	Central Counties 21·00	159·00	206,271	236,795	19,648	462,714
9	Canada Eastern	127·00	23,540	73,860	95,070	192,470
10	Canada Southern	381·06	1,353,298	1,663,414	169,958	3,186,670
	Canadian Government Railways—					
11	Intercolonial	1,136·00	1,230,180	2,972,560		4,202,740
12	Prince Edward Island	210·60	85,254	137,162		222,416
13	Canadian Pacific Railway. 4,063·10					
	Leased Lines—					
	Atlantic and North-west 205·00					
	Ontario and Quebec 469·00					
	Credit Valley 175·10					
	West Ontario Pacific 26·60					
	Toronto, Grey and Bruce 191·30					
	Guelph Junction 15·00					
	St. Lawrence and Ottawa 58·40					
	Montreal and Western 70·00					
	Montreal and Lake Maskinongé 12·90					
	New Brunswick 173·95	6,127·20	5,520,713	6,556,431	1,135,620	13,212,764
	New Brunswick & Canada 117·20					
	St. John and Maine 91·80					
	St. John Bridge and Railway Extension 1·75					
	Fredericton 22·10					
	Manitoba & South-western Colonization 217·80					
	Columbia and Kootenay 27·70					
	Shuswap and Okanagan 51·00					
	Alberta Railway, Dunmore to Lethbridge 109·50					
	Tobique Valley 28·00					
14	Caraquet	68·00			31,980	31,980
15	Carillon and Grenville	13·00	9,200	600		9,800
16	Central Ontario	104·00		12,000	95,732	107,732
17	Central of New Brunswick	75·00			63,000	63,000
18	Cumberland Railway and Coal Co	32·00			62,913	62,913
19	Drummond County	82·81	40,576	5,120	52,700	98,396
20	Elgin and Havelock	27·00	16,720			16,720
21	Erie and Huron	76·75	54,230	45,681	47,931	147,842
22	Esquimalt and Nanaimo	78·00	93,250			93,250
23	Fredericton & St. Mary's Ry. & Bridge Co.	2·10				
24	Grand Trunk 884·25					
	Great Western 561·80					
	Brantford, Norfolk and Port Burwell 34·78					
	Buffalo and Lake Huron 162·00					
	Grand Trunk, Georgian Bay and Lake Erie 172·75					
	London, Huron and Bruce 69·01					
	Waterloo Junction 10·25					
	Wellington, Grey and Bruce 168·13					
	Northern. 172·10					
	North Simcoe 33·34					

and Mileage, for the year ended 30th June, 1894.

Engine Mileage.	Total Number of Passengers Carried.	Tons of Freight of 2,000 lbs. Handled.	Average Rate of Speed of Passenger Trains—Miles per Hour.	Average Rate of Speed of Freight Trains—Miles per Hour.	Number.	Remarks.
175,104	2,442	73,900		14	1	For whole line from Dunmore to Coutts, 174·12 miles, 1st July to 27th Nov., 1893, and from Lethbridge to Coutts, 64·62 miles, from 27th Nov., 1893, to 30th June, 1894.
6,000	1,000	3,870		17	2	
130,383	55,690	169,167	20		3	Runing powers on Grand Trunk Ry., Napanee to Deseronto Junc., 5 miles.
13,928	1,440	1,597	22	15	4	Only in operation from 2nd May, 1894.
29,534	29,018	12,682		15	5	
20,032	6,468	9,515		15	6	
74,008	10,647	25,517	19		7	
514,528	153,424	490,759	35	15	8	
195,600	44,579	76,373	30	16	9	
4,070,436	586,195	2,645,406	45	27	10	
5,140,867	1,301,062	1,342,710	25	15	11	Windsor Branch—32 miles operated by Windsor and Annapolis Ry.; Dartmouth Branch—5 miles not in operation during year.
320,320	123,727	53,577	20	14	12	
18,784,848	3,153,340	4,014,915	28	18	13	Including Alberta Ry. and Coal Co.'s line from Dunmore to Lethbridge, 109·50 miles under lease since 27th Nov., 1893. Including Tobique Valley Ry., 28 miles under lease since April, 1894, which railway was not in operation prior to April, 1894.
31,980	5,037	11,075	18		14	
10,200	9,400	250	25	20	15	
107,732	46,157	48,633	20	15	16	
63,000	10,601	11,484		17	17	
128,261	22,099	479,045	20	20	18	
100,740	14,424	68,722	25	15	19	
16,720	4,549	6,614	16		20	
169,035	105,206	113,792	25	15	21	
93,250	45,328	44,809	20	12	22	
...					23	Included in Canada Eastern Ry., which company run their trains across this bridge, paying toll.

No. 4.—SUMMARY STATEMENT of the Operations

Number.	Name of Railway.	Mileage.	Train Mileage.			
			Passenger Trains.	Freight Trains.	Mixed Trains.	Total Train Mileage.
24	Grand Trunk—*Con.* Hamilton and North-western..173·90 / Northern Pacific Junction.....111.37 / Midland 175·22 / Grand Junction 85·40 / Toronto and Nipissing 85·00 / Lake Simcoe Junction 26·50 / Victoria..... 53·25 / Whitby, Port Perry & Lindsay 46·50 / Cobourg, Blairton & Marmora. 15·00 / Jacques Cartier Union..... 6·50 / Montreal and Champlain Junc. 61·75 / Beauharnois Junction..... 19·50 / South Norfolk 17·00 / Toronto Belt Line 12·70	3,158·00	6,333,326	8,946,684	2,301,229	17,581,239
25	St. Clair Tunnel	2·23				
26	Great Northern	18·00			4,320	4,320
27	Great North-west Central	50·93		510	12,352	12,862
28	Hereford	53·00	40,147	11,552	42,397	94,096
29	Irondale, Bancroft and Ottawa	20·00			18,344	18,344
30	Joggins (now Canada Coals and Ry. Co.)	12·00	1,000	1,000	8,000	10,000
31	Kent Northern	34·00			18,366	18,366
32	Kingston and Pembroke	112·85	75,000		125,000	200,000
33	L'Assomption	3·00			3,966	3,966
34	Lake Erie and Detroit River	88·05	108,025	7,220	52,632	167,877
35	Lake Temiscamingue Colonization	25·50				
36	London and Port Stanley	23·84	30,547		22,814	53,361
37	Lower Laurentian	39·50		1,588	22,391	23,979
38	Manitoba and North-western....234·50 / Saskatchewan and Western.... 15·47	249·97	42,537	22,515	34,589	99,641
39	Massawippi Valley	34·00	72,116	100,211	12,582	184,909
40	Montfort Colonization	10·00			360	360
41	Montreal and Sorel (now South Shore)	44·67	28,080		11,700	39,780
42	Montreal, Portland and Boston	40·60	37,491	20,597	10,638	68,726
43	Montreal and Vermont Junction	23·60	69,912	98,784	1,752	170,448
44	Nelson and Fort Sheppard	55·00			5,796	5,796
45	New Brunswick & Prince Edward Island	36·00	3,898	5,001	22,128	31,027
46	New Glasgow Iron, Coal and Ry. Co.	12·50			16,150	16,150
47	Niagara Falls Park and River E. Ry.	12·68	185,242	10,950		196,192
48	Northern Pacific and Manitoba	264·94	97,691	82,457	26,623	206,771
49	Nosbonsing and Nipissing	5·50		11,600		11,600
50	Nova Scotia Central	74·00			57,815	57,815
51	Orford Mountain	26·50	16,536	4,680	10,255	31,471
52	Ottawa and Gatineau Valley	56·00	6,069	116	33,076	39,261
53	Ottawa, Arnprior and Parry Sound	84·00	67,509	29,560		97,069
54	Ottawa Valley	7·00			1,022	1,022
55	Parry Sound Colonization	30·00			6,260	6,260
56	Philipsburg Junction Ry. and Quarry Co.	6·75			624	624
57	Pontiac Pacific Junction	61·00		4,519	38,294	42,813
58	Port Arthur, Duluth and Western	85·50	358	6,255	13,008	19,621
59	Qu'Appelle, Long Lake & Saskatchewan	253·96			53,887	53,887
60	Quebec and Lake St. John	242·00	77,737		102,442	180,179
61	Quebec Central	153·50	115,879	105,338	18,409	239,626
62	Quebec, Montmorency and Charlevoix	21·00	47,903	1,898		49,801
63	Salisbury and Harvey, including Harvey Branch	53·00			29,952	29,952
64	Shore Line	82·50			58,315	58,315
65	Stanstead, Shefford and Chambly	43·00	34,613	32,689	13,198	80,500
66	St. Catharines and Niagara Central	12·35	12,000	2,000	6,000	20,000
67	St. Lawrence and Adirondack	20·31	39,069	14,466	9,066	62,601
68	South-eastern..... 140·10 / Lake Champlain and St. Lawrence Junction..... 61·40	201·50	110,765	186,674	86,481	383,920
69	Temiscouata	113·00	8,472		74,240	82,712
70	Thousand Islands	4·33	11,603		10,920	22,523

of the year and Mileage, &c.—*Continued.*

Engine Mileage.	Total Number of Passengers Carried.	Tons of Freight of 2,000 lbs. Handled.	Average Rate of Speed of Passenger Trains—Miles per Hour.	Average Rate of Speed of Freight Trains—Miles per Hour.	Number.	Remarks.
23,073,958	6,195,597	7,185,489	30	18	24	Running powers on Chaudière Branch of I.C.R., 6 miles.
.....					25	
4,320	3,245	3,996	20		26	
14,503	2,566	12,322		17	27	
94,096	12,717	62,933	20	12	28	
18,761	4,649	6,951		13	29	
22,320	14,718	55,843	20	15	30	
18,366	5,000	11,083	18		31	
236,000	47.727	83,513	25	18	32	
3,966	4,413	633	15		33	
282,296	106,611	145,928	35	25	34	
.....					35	
64.721	139,340	32,329			36	
23,979	8,960	30,298	20		37	
120,641	21,777	58,552	27	15	38	
184,909	69,135	131,629	25	12	39	Running powers on Grand Trunk, Lennoxville to Sherbrooke, 3 miles.
360	113	54	15	15	40	
39,780	26,496	15,349	30	20	41	
68,726	60,528	27,087	23	12	42	
170,448	156,112	628,171	30	12	43	
6,955	1,756	5,120	16		44	
35,050	13,668	23,780	20	18	45	
38,750	12,404	176,574	15	15	46	
207,142	478,878		9	10	47	
237,271	36,331	138,764	26	14	48	
12,200		152,000		25	49	
58,553	39,986	14,440	20		50	
31,471	5,076	10,873	24	15	51	
42,131	42,991	15,843	30	20	52	
115,283	27,641	22,085	30	10	53	
1,022	1,357	72	15		54	
6,775	3,271	13,088	12		55	
624	216	64	25		56	For one month only from 1st June, 1894.
44,045	19,540	14,599	30	20	57	
19,981	3,237	44,940	20	15	58	
53,979	4,601	11,193		17	59	
230,298	106,618	130,253	22	12	60	
253,381	103,508	150,045	25	15	61	Running powers on I.C.R., Harlaka Junction to Lévis, 5 miles.
50,350	221,369	6,563	21	21	62	
33,602	8,231	31,956	18		63	
61,012	16,276	16,735	24		64	
80,500	166,826	640,975	23	12	65	
20,000	29,117	52,489	25	20	66	
62,601	22,221	38,982	30	15	67	
444,617	187,885	560,459	30	18	68	
83,125	13,671	25,520	20	15	69	
22,523	17,966	17,348	20	20	70	

No. 4.—SUMMARY STATEMENT of the Operations

Mileage	Name of Railway.	Mileage.	Train Mileage.			
			Passenger Trains.	Freight Trains.	Mixed Trains.	Total Train Mileage.
71	Toronto, Hamilton and Buffalo	17·00			22,984	22,984
72	United Counties	30·00	41,000		38,000	79,000
73	Windsor and Annapolis 87·50 Cornwallis Valley 14·00 Windsor Branch 32·00	133·50	139,627		157,933	297,560
74	Yarmouth and Annapolis, formerly Western Counties	87·00	54,860		34,425	89,285
	Totals	15,627·09	16,542,860	21,423,496	5,803,673	43,770,029

of the year and Mileage, &c.—*Concluded.*

Engine Mileage.	Total Number of Passengers Carried.	Tons of Freight of 2,000 lbs. Handled.	Average Rate of Speed of Passenger Trains—Miles per Hour.	Average Rate of Speed of Freight Trains—Miles per Hour.	Number.	Remarks.
22,984	23,968	21,534	20		71	
79,500	8,792	5,599	30	25	72	
297,560	160,092	161,648	25	14	73	Running powers on Intercolonial, Windsor Junction to Halifax, 14 miles.
109,573	73,468	27,003	27	20	74	
57,401,514	14,462,498	20,721,116				

No. 5.—SUMMARY STATEMENT of description of

Number.	Name of Railway.	Mileage.	Flour.		Grain.		Live
			Barrels.	Tons.	Bushels.	Tons.	Number.
1	Alberta Railway and Coal Co	64·62		147	4,877	124	365
2	Albert Southern	16·00	68	6	778	13	
3	Baie des Chaleurs	80·00	3,000	300	5,000	125	50
4	Bay of Quinté Railway and Navigation Co 4·00 Kingston, Napanee and Western 60·82	64·82	36,240	3,624	151,400	4,234	2,774
5	Brockville, Westport and Sault Ste. Marie	45·00	16,829	1,686	100,315	2,871	7,876
6	Buctouche and Moncton	32·00					
7	Calgary and Edmonton	295·07	17,297	1,730	80,930	1,584	15,118
8	Canada Atlantic 138·00 Central Counties 21·00	159·00	82,930	8,293	494,000	12,360	12,640
9	Canada Eastern	127·00	58,329	5,832	63,230	1,075	761
10	Canada Southern	381·06	1,503,350	150,335	15,015,960	375,399	425,000
	Canadian Government Railways—						
11	Intercolonial	1,136·00	944,967	94,496	1,340,684	28,681	79,203
12	Prince Edward Island	210·60	26,678	2,668	487,293	8,375	8,160
13	Canadian Pacific 4,063·10 *Leased Lines—* Atlantic and North-west 205·00 Ontario and Quebec 469·00 Credit Valley 175·10 West Ontario Pacific 26·60 Toronto, Grey and Bruce 191·30 Guelph Junction 15·00 St. Lawrence and Ottawa 58 40 Montreal and Western 70·00 Montreal and Lake Maskinongé 12·90 New Brunswick 173·95 New Brunswick & Canada 117·20 St. John and Maine 91·80 St. John Bridge and Railway Extension 1·75 Fredericton 22·10 Manitoba and South-western Colonization 217·80 Columbia and Kootenay 27·70 Shuswap and Okanagan 51·00 Tobique Valley 28·00 Alberta Railway, Dunmore to Lethbridge 109·50	6,127·20	2,360,242	236,022	21,397,045	562,104	339,550
14	Caraquet	68·00	5,500	550	5,000	87	50
15	Carillon and Grenville	13·00					
16	Central Ontario	104·00	11,438	1,121	196,800	4,920	2,300
17	Central of New Brunswick	75·00					
18	Cumberland Railway and Coal Co	32·00	12,596	1,259	42,494	764	48
19	Drummond County	82·81	26,900	2,690	43,542	795	70
20	Elgin and Havelock	27·00	1,463	146	1,907	38	6,280
21	Erie and Huron	76·75	265,016	26,890	495,732	14,709	7,653
22	Esquimalt and Nanaimo	78·00	33,500	335	19,250	481	4,501
23	Fredericton and St. Mary's Railway and Bridge Co	2·10					
24	Grand Trunk 881·25 Great Western 561·80 Brantford, Norfolk and Port Burwell 34·78 Buffalo and Lake Huron 162·00 Grand Trunk, Georgian Bay and Lake Erie 172·75 London, Huron and Bruce 69·01 Waterloo Junction 10·25 Wellington, Grey and Bruce 168·13						

Freight Carried for the Year ended 30th June, 1894.

Stock.	Lumber of all kinds except Firewood.		Firewood.		Manufactured Goods.	All other Articles.	Total Weight Carried.	Number.	Remarks.
Tons.	Feet.	Tons.	Cords.	Tons.	Tons.	Tons.	Tons.		
57	73,400	110			591	*72,871	73,900	1	*Including 72,275 tons of bituminous coal.
.....	1,511,000	2,975	420	600	100	176	3,870	2	
20	240,000	360	60	150	428	214	1,597	3	*Only in operation from 7th May to 30th June, 1894.
1,387	50,305,000	75,458	18,272	27,409	26,723	30,332	169,167	4	
1,094	570,117	890			5,125	1,016	12,682	5	
.....	1,736,740	2,261	2,174	3,911		3,343	9,515	6	
6,760	3,547,911	4,728	232	349	5,867	4,499	25,517	7	
3,160	170,600,000	256,037	25,060	50,246	10,107	150,556	490,759	8	
217	19,511,001	24,057	7,996	9,995	12,365	22,822	76,373	9	
106,387	152,494,000	228,442	20,214	40,428	377,360	1,367,055	2,645,406	10	
12,404	200,507,949	250,635	14,126	24,720	331,635	600,139	1,342,710	11	
1,008	2,252,520	6,626	2,077	*3,889	31,011		53,577	12	*Including tanbark.
99,286	607,056,209	807,539	176,890	304,804	1,070,371	934,789	4,014,915	13	
25	3,889,468	7,800	500	750	500	1,363	11,075	14	
120					50	80	250	15	
1,150	2,394,000	2,394	10,021	17,877	19,687	1,484	48,633	16	
.....	5,094,500	9,188				*2,296	11,484	17	*Including 312 tons of coal.
14	14,176,000	17,720			4,672	*454,616	479,045	18	*Coal.
45	12,555,500	13,290		27,914	2,441	21,547	68,722	19	
256	2,001,000	3,335	1,116	1,116	1,092	631	6,614	20	
1,240	24,994,500	31,577	495	786	6,640	31,950	113,792	21	
779	3,673,520	7,719		9,055	789	25,651	44,809	22	
.....								23	Included in Canada Eastern.

of Freight Carried, &c.—*Continued.*

Stock.	Lumber of all kinds except Firewood.		Firewood.		Manufactured Goods.	All other Articles.	Total Weight Carried.	Number.	Remarks.
Tons.	Feet.	Tons.	Cords.	Tons.	Tons.	Tons.	Tons.		
383,947	506,027,500	1,012,055	179,613	269,420	688,689	3,378,006	7,185,489	24	
.....								25	
45	360,000	522	850	954	450	1,950	3,996	26	
178	434,000	650	115	231	419	602	12,322	27	
332	15,489,012	23,233	3,286	5,707	395	32,594	62,933	28	
.....	463,000	694	2,382	4,168	277	1,595	6,951	29	
8	778,000	1,085			1,610	*52,723	55,843	30	*Including 52,625 tons of coal and 98 tons of stone.
16	950,000	1,425	400	800	5,200	2,900	11,083	31	
15	19,640,000	29,460	11,879	21,930	29,903	540	83,513	32	
.....	125,000	187			94	230	633	33	
3,410		62,384	4,766	9,533	6,766	51,021	145,928	34	
.....								35	
51	7,157,626	10,706	8,672	17,130	350	1,446	30,298	36	
744	135,500	2,147	2,176	3,376	1,017	21,323	32,329	37	
3,283	3,045,138	3,322	688	1,005	6,732	2,587	58,552	38	
1,060	23,930,000	35,895			850	*88,509	131,629	39	*Including 49,658 tons of ore and copper matte.
.....						42	54	40	
.....						15,349	15,349	41	Not classified.
99,933	25,820,000	37,824	304	435	19,383	*286,690	628,171	42	*Including 70,323 tons of hay.
77	1,310,000	1,967	21	30	529	*23,562	27,087	43	*Including 13,495 tons of hay.
15	10,000	15			934	*3,679	5,120	44	*Including 2,720 tons of ore.
77	8,798,000	13,119	947	1,566	1,106	5,319	23,780	45	
.....	1,426,000	2,070			19,397	*154,671	176,574	46	*Ores, coals, lime stone and slag.
.....								47	
714	3,464,000	5,196	17,921	35,842	4,518	36,923	138,764	48	
.....		*152,000					152,000	49	*Saw-logs and lumber.
26	7,380,000	11,070	1,865	3,156			14,440	50	
.....	5,558,000	3,747	1,049	1,730	478	4,071	10,873	51	
191	527,180	841	*1,125	1,420	4,363	7,482	15,843	52	*Including pulp-wood.
236	10,298,000	15,449	166	332	3,186	972	22,085	53	
.....						72	72	54	
.....						*13,088	13,088	55	*Including bark, pulp-wood, timber and shingles.
.....					9	55	64	56	
489	1,435,674	2,354	*1,433	2,877	4,742	1,666	14,599	57	*Including pulp-wood.
.....	16,700,000	25,102	2,200	4,432	254	15,152	44,940	58	
910	2,152,925	2,709	1,382	2,074	1,861	1,180	11,193	59	
195	37,608,000	55,089	26,800	48,474	5,882	18,749	130,253	60	

No. 5.—SUMMARY STATEMENT of description

Number.	Name of Railway.	Mileage.	Flour.		Grain.		Live
			Barrels.	Tons.	Bushels.	Tons.	Number.
61	Quebec Central	153·50	100,000	10,001	33,700	842	6,600
62	Quebec, Montmorency and Charlevoix	21·00	2,135	213	5,343	46	46
63	Salisbury and Harvey, including Harvey Branch	53·00	4,663	466	10,749	182	405
64	Shore Line	82·50	20,010	2,010	4,100	71	210
65	Stanstead, Shefford and Chambly	43·00	359,060	35,906	5,237,643	146,654	676,040
66	St. Catharines and Niagara Central	12·35	2,283	228	2,657	58	381
67	St. Lawrence and Adirondack	20·31	1,460	146	87,000	2,179	300
68	South-eastern 140·10 Lake Champlain and St. Lawrence Junction 61·40	201·50	234,909	23,492	3,991,516	100,885	14,174
69	Temiscouata	113·00	15,011	1,501	13,036	261	189
70	Thousand Islands	4·33	6,120	612	1,680	84	586
71	Toronto, Hamilton and Buffalo	17·00	321	32	80,413	2,338	37
72	United Counties	30·00	4,040	404	1,300	33	50
73	Windsor and Annapolis 87·50 Cornwallis Valley 14·00 Windsor Branch 32·00	133·50	61,843	6,184			10,490
74	Yarmouth and Annapolis, formerly Western Counties	87·00	19,155	1,914	2,969	53	554
	Total	15,627 09	11,169,833	1,112,885	100,402,828	2,567,594	4,245,172

of Freight Carried, &c.—*Concluded*

Stock.	Lumber of all kinds except Firewood.		Firewood.		Manufactured Goods.	All other Articles.	Total Weight Carried.	Number.	Remarks.
Tons.	Feet.	Tons.	Cords.	Tons.	Tons.	Tons.	Tons.		
1,655	50,000,000	74,317	950	1,913	2,758	*58,559	150,045	61	*Including coal, lime, asbestus, pulpwood, &c.
44	369,319	616	567	528	2,420	2,696	6,563	62	
202		16,793	4,521	5,425	193	*8,695	31,956	63	*Including hay and plaster.
63	3,000,000	5,170	309	487	1,260	1,674	10,735	64	
101,406	27,280,000	40,923	618	882	19,930	*295,274	640,975	65	*Including 72,116 tons of hay.
96		17,971	10	30	15,491	18,615	52,489	66	
75	11,000,000	16,674	80	158	7,828	11,922	38,982	67	
2,151	76,612,625	103,807	16,897	25,346	117,314	187,464	560,459	68	
95	7,116,000	9,323	5,276	8,634	844	4,862	25,520	69	
293	5,757,000	1,919			4,508	9,932	17,348	70	
21	754,565	1,334	1,305	1,581	4,510	11,718	21,534	71	
12	570,000	852	15	30	1,103	3,165	5,599	72	
2,469	27,772,297	41,659	1,024	1,986	19,092	*90,258	161,648	73	*Including apples, potatoes, hay and produce and minerals.
183	9,773,000	12,503	1,846	3,080	7,174	2,096	27,003	74	
840,126	2,201,191,696	3,609,319	583,111	1,010,701	2,921,373	8,659,118	20,721,116		

No. 6.—Summary Statement of Earnings

Number.	Name of Railway.	Mileage.	Passenger Traffic.	Freight Traffic.	Mails and Express Freight.
			$ cts.	$ cts.	$ cts.
1	Alberta Railway and Coal Co	64·62	7,289 75	101,500 05	1,818 75
2	Albert Southern	16·00	512 00	1,549 28	
3	Bay of Quinté Railway and Navigation Co 4·00 Kingston, Napanee and Western 60·82	64·82	20,645 11	87,005 13	8,782 72
4	Baie des Chaleurs	80·00	921 60	957 46	11 66
5	Brockville, Westport and Sault Ste. Marie	45·00	12,811 81	14,666 66	248 35
6	Buctouche and Moncton	32·00	2,817 90	7,036 28	
7	Calgary and Edmonton	295·07	33,948 49	68,168 95	4,415 53
8	Canada Atlantic 138·00 Central Counties 21·00	159·00	130,286 85	365,029 95	17,242 61
9	Canada Eastern	127·00	25,991 77	64,213 11	4,292 54
10	Canada Southern	381·06	1,513,087 24	2,814,480 93	152,188 07
	Canadian Government Railways—				
11	Intercolonial	1,136·00	958,915 13	1,834,126 34	*194,468 80
12	Prince Edward Island	210·60	64,159 60	74,942 83	18,949 40
13	Canadian Pacific 4,063·10 *Leased Lines*— Atlantic and North-west 205·00 Ontario and Quebec 469·00 Credit Valley 175·10 West Ontario Pacific 26·60 Toronto, Grey and Bruce 191·30 Guelph Junction 15·00 St. Lawrence and Ottawa 58·40 Montreal and Western 70·00 Montreal and Lake Maskinongé 12·90 New Brunswick 173·95 New Brunswick and Canada 117·20 St. John and Maine 91·80 St. John Bridge and Railway Extension 1·75 Fredericton 22·10 Manitoba and South-western Colonization 217·80 Columbia and Kootenay 27·70 Shuswap and Okanagan 51·00 Tobique Valley 28·00 Alberta Railway, Dunmore to Lethbridge 109·50	6,127·20	5,303,629 16	11,707,626 05	797,542 15
14	Caraquet	68·00	3,934 22	12,248 17	1,900 70
15	Carillon and Grenville	13·00	1,843 77	215 84	
16	Central Ontario	104·00	24,088 44	42,176 09	8,642 90
17	Central of New Brunswick	75·00	6,183 49	6,555 15	
18	Cumberland Railway and Coal Co	32·00	8,976 84	16,818 95	2,015 00
19	Drummond County	82·81	13,236 18	51,597 82	3,673 14
20	Elgin and Havelock	27·00	1,500 48	5,328 52	676 08
21	Erie and Huron	76·75	44,907 72	59,989 95	6,088 76
22	Esquimalt and Nanaimo	78·00	63,933 95	58,235 13	2,929 68
23	Fredericton and St. Mary's Ry. and Bridge Co	2·10	1,160 63	3,383 67	
24	Grand Trunk 884·25 Great Western 561·80 Brantford, Norfolk and Port Burwell 34·78 Buffalo and Lake Huron 162·00 Grand Trunk, Georgian Bay and Lake Erie 172·75 London, Huron and Bruce 69·01 Waterloo Junction 10·25 Wellington, Grey and Bruce 168 13				

for the year ended 30th June, 1894.

Other Sources.	Total Gross Earnings.	Total Net Earnings.	Proportion of earnings to working expenses.	Earnings per train mile.	Number.	Remarks.
$ cts.	$ cts.	$ cts.	p.c.			
16,739 98	127,348 53	49,698 35	164	107·38	1	For whole line from Dunmore to Coutts, 174·12 miles, from 1st July to 27th Nov., 1893; and from Lethbridge to Coutts, 64·62 miles, from 27th Nov., 1893, to 30th June, 1894. The portion from Dunmore to Lethbridge, 109·50 miles, is included in Can. Pac. Ry. from 29th Nov., 1893, to 30th June, 1894, under lease.
130 00	2,191 28	—117 31	95	36·52	2	
3,784 79	120,217 75	31,992 25	136	92·20	3	
.....	1,890 72	—678 08	73	13·57	4	Only in operation from 7th May to 30th June, 1894.
.....	27,726 82	4,706 61	120	98·23	5	
563 06	10,417 24	—3,205 67	76	52·00	6	
....	106,532 97	43,358 77	168	146·22	7	
73,610 86	586,170 27	185,044 69	146	126·68	8	
1,964 33	96,461 75	31,076 29	147	50·11	9	
14,394 55	4,494,150 79	1,471,488 96	148	141·03	10	
..	2,987,510 27	5,838 29	100	71·08	11	*From mails and sundries.
482 00	158,533 83	—68,357 23	70	71·27	12	
1,548,300 69	19,357,098 05	6,909,290 02	156	146·50	13	Including portion of Alberta Railway and Coal Co.'s line from Dunmore to Lethbridge, 109½ miles, from 29th Nov., 1893, to 30th June, 1894; and also Tobique Valley Railway for 3 months ended 30th June, 1894.
.....	18,083 09	—206 59	99	56·54	14	
.....	2,059 61	—1,987 31	51	21·02	15	
1,884 01	76,791 44	6,666 09	109	71·28	16	
306 30	13,044 94	—10,085 28	56	20·70	17	
*95,602 52	123,413 31	64,794 95	211	19·62	18	*Coal.
170 13	68,677 27	20,125 36	141	69·80	19	
14 04	7,519 12	—3,126 93	71	44·97	20	
268 82	111,255 25	30,914 58	138	75·25	21	
4,043 42	129,142 18	—160,621 01	44	138·49	22	
...	4,544 30	2,544 30	227		23	Receipts from tolls. Trains run by Canada Eastern.

No. 6.—Summary Statement of Earnings for

Number.	Name of Railway.	Mileage.	Passenger Traffic.	Freight Traffic.	Mails and Express Freight.
			$ cts.	$ cts.	$ cts.
24	Grand Trunk—*Concluded.*				
	Northern....172·10				
	North Simcoe....33·34				
	Hamilton and North-western....173·90	3,158·00	5,940,772 97	10,466,541 76	819,458 36
	Northern and Pacific Junction....111·37				
	Midland....175·22				
	Grand Junction....85·40				
	Toronto and Nipissing....85·00				
	Lake Simcoe Junction....26·50				
	Victoria....53·25				
	Whitby, Port Perry and Lindsay....46·50				
	Cobourg, Blairton and Marmora....15·00				
	Jacques Cartier Union....6·50				
	Montreal and Champlain Junction....61·75				
	Beauharnois Junction....19·50				
	South Norfolk....17·00				
	Toronto Belt Line....12·70				
25	St. Clair Tunnel	2·23	*63,292 00	†177,592 50	
26	Great Northern	18·00	698 20	1,565 80	
27	Great North-west Central	50·93	2,263 85	15,141 47	
28	Hereford	53·00	8,002 59	26,249 96	1,295 34
29	Irondale, Bancroft and Ottawa	20·00	1,765 05	3,600 31	118 77
30	Joggins (now Canada Coals and Railway Co.)	12·00	3,656 95	16,065 94	407 15
31	Kent Northern	34·00	3,187 42	6,915 81	836 32
32	Kingston and Pembroke	112·85	32,844 50	90,418 48	8,650 42
33	L'Assomption	3·00	867 85	258 10	282 87
34	Lake Erie and Detroit River	88·05	45,704 63	80,995 55	6,068 61
35	Lake Temiscamingue Colonization	25·50	12,914 43	22,119 28	311 00
36	London and Port Stanley	23·84	36,642 78	16,096 35	2,859 74
37	Lower Laurentian	39·50	2,315 20	13,392 20	732 42
38	Manitoba and North-western....234·50				
	Saskatchewan and Western....15·47	249·97	45,598 75	116,231 21	9,563 49
39	Massawippi Valley	34·00	57,808 60	94,287 59	1,971 90
40	Montfort Colonization	10·00	19 85	101 48	
41	Montreal and Sorel (now South Shore)	44·67	16,836 07	6,073 44	1,277 70
42	Montreal, Portland and Boston	40·60	21,375 86	23,069 42	4,121 66
43	Montreal and Vermont Junction	23·60	62,439 64	91,331 37	9,209 96
44	Nelson and Fort Sheppard	55·00	3,698 60	6,066 20	311 57
45	New Brunswick and Prince Edward Island	36·00	5,181 39	13,301 53	1,640 57
46	New Glasgow Iron, Coal and Railway Co.	12·50	2,358 79	20,698 01	182 00
47	Niagara Falls Park and River Electric Railway	13·68	62,818 14		
48	Northern Pacific and Manitoba	264·94	56,622 93	148,550 54	8,723 24
49	Nosbonsing and Nipissing	5·50		45,741 90	
50	Nova Scotia Central	74·00	24,634 18	18,408 78	2,153 92
51	Orford Mountain	26·50	2,242 40	12,818 05	
52	Ottawa, Arnprior and Parry Sound	84·00	18,087 61	22,925 35	1,985 07
53	Ottawa and Gatineau Valley	56·00	26,858 35	24,520 65	1,946 64
54	Ottawa Valley	7·00	360 00	88 00	
55	Parry Sound Colonization	30·00	2,290 50	7,170 37	
56	Philipsburg Junction Railway and Quarry Co.	6·75	136 12	439 85	
57	Pontiac Pacific Junction	61·00	13,796 36	17,252 24	2,431 61
58	Port Arthur, Duluth and Western	85·50	2,345 75	15,345 05	
59	Qu'Appelle, Long Lake and Saskatchewan	253·96	13,959 06	39,828 80	2,274 18
60	Quebec and Lake St. John	242·00	45,113 91	107,042 96	11,232 30
61	Quebec Central	153·50	102,144 26	163,714 02	10,142 21
62	Quebec, Montmorency and Charlevoix	21·00	41,794 19	5,621 48	
63	Salisbury and Harvey, including Harvey Branch	53·00	4,829 01	13,644 71	2,488 01
64	Shore Line	82·50	14,099 26	14,346 92	3,133 48
65	Stanstead, Shefford and Chambly	43·00	17,269 97	33,634 77	3,777 32
66	St. Catharines and Niagara Central	12·35	6,077 58	15,716 64	210 00
67	St. Lawrence and Adirondack	20·31	17,563 64	14,634 46	103 76

the year ended 30th June, 1894—*Continued.*

Other Sources.	Total Gross Earnings.	Total Net Earnings.	Proportion of earnings to working expenses.	Earnings per train mile.	Number.	Remarks.
$ cts.	$ cts.	$ cts.	p.c.	cents.		
92,962 53	17,319,735 62	5,198,068 79	143	98 51	24	
‡705 00	241,589 50	143,022 75	245		25	* Tolls on passenger cars. †Tolls on freight cars. ‡Tolls on new locomotives.
.....	2,264 00	155 00	107	52·41	26	Operated only for the 9 months ended
317 05	17,722 37	—2,237 92	89	137·79	27	30th June, 1894.
..	35,547 89	—19,002 98	65	37·78	28	
3 20	5,487 33	837 78	118	29·91	29	
220 86	20,350 90	6,400 77	146	203·50	30	
...	10,939 55	3,878 30	155	59·56	31	
10,784 50	142,697 90	17,558 38	114	71·34	32	
2 75	1,411 57	—1,212 07	54	35·58	33	
..	132,768 79	31,231 38	130	79·08	34	
59 03	35,403 74	10,617 04	143		35	Train mileage not given.
1,061 00	56,659 87	22,403 39	165	106·18	36	
96 29	16,536 11	—1,859 72	90	68·96	37	
8,055 35	179,448 80	—8,762 11	95	180·10	38	
4,167 20	158,235 29	32,741 98	126	85·57	39	
....	121 33	—589 67	17	33·70	40	
.....	24,167 21	—115,635 85	17	60·80	41	Undergoing general renewals and filling
100 00	48,666 94	10,284 39	126	70·81	42	in of trestles.
110 48	163,091 45	52,283 35	147	95·68	43	
15 70	10,092 07	—19,768 00	33	174·12	44	
60 40	20,183 89	5,816 20	140	65·05	45	
5,400 00	28,638 80	14,663 78	205	177·33	46	
1,745 03	64,563 17	12,332 17	123	32·90	47	
1,728 61	215,625 32	—64,591 39	77	104·28	48	
.	45,741 90	11,414 45	133	394.32	49	
915 67	46,112 55	8,983 25	124	79·76	50	
.....	15,060 45	11 43	100	47·85	51	
..... ...	42,998 03	4,596 46	112	44·29	52	
290 74	53,616 38	15,595 79	141	136·56	53	
.....	448 00	—131 07	77	43·83	54	In operation only from 9th April to 30th
.....	9,460 87	—46 96	99	151·13	55	June, 1894.
.....	575 97	—3,504 61			56	Only for month of June, 1894.
5,857 77	39,337 98	2,315 82	106	91·88	57	
282 30	17,973 10	—1,370 85	93	91·60	58	
.....	56,062 04	6,081 34	112	104·03	59	
923 80	164,312 97	6,575 75	104	91·19	60	
2,437 37	278,437 86	84,716 42	144	116·19	61	
2,545 01	49,960 68	15,348 44	144	100·32	62	
237 81	21,199 54	1,847 61	109	70·77	63	
..	31,579 66	—5,069 53	86	54·15	64	
43 19	54,725 25	2,467 57	108	67·98	65	
429 49	22,433 71	98 30	100	112·16	66	
3,558 80	35,860 66	—2,630 68	93	57·28	67	

No. 6—SUMMARY STATEMENT of Earnings for

Number.	Name of Railway.	Mileage.	Passenger Traffic.	Freight Traffic.	Mails and Express Freight.
			$ cts.	$ cts.	$ cts.
68	South-eastern..... 140·10 Lake Champlain and St. Lawrence Junction 61·40	201·50	123,137 59	320,481 13	11,579 75
69	Temiscouata	113·00	13,267 14	30,862 55	
70	Thousand Islands	4·33	3,972 52	10,402 75	1,703 79
71	Toronto, Hamilton and Buffalo	17·00	5,809 65	11,931 54	140 82
72	United Counties	30·00	4,860 99	4,543 14	147 35
73	Windsor and Annapolis 87·50 Cornwallis Valley 14·00 Windsor Branch..... 32·00	133·50	1 2,355 99	149,870 13	15,584 79
74	Yarmouth and Annapolis, formerly Western Counties	87·00	70,945 41	26,979 62	7,997 80
		15,627·09	15,452,420 61	29,982,482 47	2,182,942 73

the year ended 30th June, 1894—*Concluded.*

Other Sources.	Total Gross Earnings.	Total Net Earnings.	Proportion of earnings to working expenses.	Earnings per train mile.	Number.	Remarks.
$ cts.	$ cts.	$ cts.	p.c.	cents.		
12,199 08	467,397 55	112,498 83	131	121·74	68	
8,815 91	52,945 60	1,020 62	102	64·01	69	
1,863 62	17,942 68	5,151 87	140	79·66	70	
.....	17,882 01	2,811 36	118	77·80	71	
.....	9,551 48	—7,875 47	55	12·09	72	
4,255 42	312,066 33	100,118 00	147	104·87	73	
172 06	106,064 89	35,281 37	149	118·83	74	
1,934,682 52	49,552,528 33	14,334,095 35				

No. 7.—SUMMARY STATEMENT of Operating

Number.	Name of Railway.	Mileage.	Maintenance of Line, Buildings, &c.	Working and Repairs of Engines.
			$ cts.	$ cts.
1	Alberta Railway and Coal Co	64·62	13,246 97	24,176 85
2	Albert Southern	16·00	132 24	1,481 85
3	Bay of Quinté Railway and Navigation Co. 4·00 Kingston, Napanee and Western 60·82	64·82	21,805 32	29,163 50
4	Baie des Chaleurs	80·00	761 19	794 96
5	Brockville, Westport and Sault Ste. Marie	45·00	6,154 32	7,574 47
6	Buctouche and Moncton	32·00	2,813 00	3,975 84
7	Calgary and Edmonton	295·07	23,303 19	19,782 04
8	Canada Atlantic 138·00 Central Counties 21·00	159·00	69,477 90	148,971 73
9	Canada Eastern	127·00	18,996 33	26,017 06
10	Canada Southern	381·06	478,997 51	860,937 31
	Canadian Government Railways—			
11	Intercolonial	1,136·00	656,758 04	1,081,787 76
12	Prince Edward Island	210·60	99,178 10	57,457 74
13	Canadian Pacific 4,063·10			
	Leased Lines—			
	Atlantic and North-west 205·00			
	Ontario and Quebec 469·00			
	Credit Valley 175·10			
	West Ontario Pacific 26·60			
	Toronto, Grey and Bruce 191·30			
	Guelph Junction 15·00			
	St. Lawrence and Ottawa 58·40			
	Montreal and Western 70·00			
	Montreal and Lake Maskinongé 12·90	6,127·20	2,733,885 68	3,853,591 40
	New Brunswick 173·95			
	New Brunswick and Canada 117·20			
	St. John and Maine 91·80			
	St. John Bridge and Railway Extension 1·75			
	Fredericton 22·10			
	Manitoba and South-western Colonization 217·80			
	Columbia and Kootenay 27·70			
	Shuswap and Okanagan 51·00			
	Tobique Valley 28·00			
	Alberta Railway, Dunmore to Lethbridge 109·50			
14	Caraquet	68·00	5,300 60	6,250 00
15	Carillon and Grenville	13·00	1,647 95	2,035 08
16	Central Ontario	104·00	30,739 53	14,045 42
17	Central of New Brunswick	75·00	7,757 13	8,633 48
18	Cumberland Railway and Coal Co	32·00	14,520 73	20,412 48
19	Drummond County	82·81	10,622 36	15,736 94
20	Elgin and Havelock	27·00	3,807 57	3,516 41
21	Erie and Huron	76·75	16,302 43	26,558 43
22	Esquimalt and Nanaimo	78·00	64,313 76	31,522 33
23	Fredericton and St. Mary's Railway and Bridge Co	2·10		
24	Grand Trunk 884·25			
	Great Western 561·80			
	Brantford, Norfolk and Port Burwell 34·78			
	Buffalo and Lake Huron 162·00			
	Grand Trunk, Georgian Bay and Lake Erie 172·75			
	London, Huron and Bruce 69·01			
	Waterloo Junction 10·25			
	Wellington, Grey and Bruce 168·13			
	Northern 172·10			
	North Simcoe 33·34			
	Hamilton and North-western 173·90			
	Northern and Pacific Junction 111·37	3,158·00	2,100,613 83	4,225,514 69
	Midland 175·22			
	Grand Junction 85·40			
	Toronto and Nipissing 85·00			
	Lake Simcoe Junction 26·50			
	Victoria 53·25			
	Whitby, Port Perry and Lindsay 46·50			

Expenses for the year ended 30th June, 1894.

Working and Repairs of Cars.	General Operating Expenses.	Total.	Cost of Operating per train mile.	Number.	Remarks.
$ cts.	$ cts.	$ cts.	Cents.		
4,077 27	36,149 09	77,650 18	65·48	1	For whole line, from Dunmore to Coutts, 174·12 miles, from 1st July to 27th Nov., 1893; and from Lethbridge to Coutts, 64·62 miles, from 27th Nov., 1893, to 30th June, 1894. The portion from Dunmore to Lethbridge, 109·50 miles, is included in Canadian Pacific Railway from 29th Nov., 1893, to 30th June, 1894, under lease.
48 72	645 78	2,308 59	38·47	2	
7,455 54	29,801 14	88,225 50	67·66	3	
18 00	994 65	2,568 80	18·45	4*	
88 55	9,202 87	23,020 21	81·55	5	
832 15	6,001 92	13,622 91	68·00	6	
4,827 12	15,261 85	63,174 20	86·71	7	
34,332 91	148,343 04	401,125 58	86·69	8	*Only in operation from 7th May to 30th June, 1894.
2,592 33	17,779 74	65,385 46	33·97	9	
242,262 59	1,440,464 42	3,022,661 83	94·85	10	
421,830 78	821,295 40	2,981,671 98	70·94	11	
16,804 62	53,450 60	226,891 06	102·01	12	
828,688 82	5,031,642 13	12,447,808 03	94·21	13	Including portion of Alberta Railway and Coal Co.'s line from Dunmore to Lethbridge, 109½ miles, from 29th Nov., 1893, to 30th June, 1894; and also Tobique Valley Railway for 3 months ended 30th June, 1894.
1,000 00	5,739 08	18,289 68	57·19	14	
324 49	39 40	4,046 92	41·29	15	
4,223 67	21,116 73	70,125 35	65·09	16	
1,329 48	5,410 13	23,130 22	36·71	17	
8,048 41	15,636 74	58,618 36	93·17	18	
1,821 67	20,370 94	48,551 91	49·34	19	
118 69	3,203 38	10,646 05	63·67	20	
4,476 55	33,003 26	80,340 67	54·34	21	
12,658 95	181,268 15	289,763 19	310·74	22	
.....	2,000 00	2,000 00		23	
1,274,605 16	4,520,933 15	12,121,666 83	68·95	24	

No. 7.—Summary Statement of Operating Expenses

Number.	Name of Railway.	Mileage.	Maintenance of Line, Buildings, &c.	Working and Repairs of Engines.	
			$ cts.	$ cts.	
24	Grand Trunk -*Concluded.*				
	Cobourg, Blairton and Marmora	15·00			
	Jacques Cartier Union	6·50			
	Montreal and Champlain Junction	61·75			
	Beauharnois Junction	19·50			
	South Norfolk	17·00			
	Toronto Belt Line	12·70			
25	St. Clair Tunnel	2·23	3,783 46	56,683 42	
26	Great Northern	18·00	440 00	919 00	
27	Great North-west Central	50·93	4,522 35	5,118 68	
28	Hereford	53·00	19,735 13	22,517 80	
29	Irondale, Bancroft and Ottawa	20·00	1,539 22	2,232 93	
30	Joggins, now Canada Coals and Railway Co	12·00	4,662 04	5,534 06	
31	Kent Northern	34·00	1,950 75	2,485 00	
32	Kingston and Pembroke	112·85	40,262 13	42,078 65	
33	L'Assomption	3·00	342 81	1,098 56	
34	Lake Erie and Detroit River	88 05	19,658 10	34,104 76	
35	Lake Temiscamingue Colonization	25·50			
36	London and Port Stanley	23·84	7,465 66	12,744 05	
37	Lower Laurentian	39·50	7,402 30	5,883 58	
38	Manitoba and North-western	234·50			
	Saskatchewan and Western	15·47	249·97	55,039 51	45,340 20
39	Massawippi Valley	34·00	29,409 96	45,774 06	
40	Montfort Colonization	10·00			
41	Montreal and Sorel (now South Shore)	44·67	*109,613 72	6,677 97	
42	Montreal, Portland and Boston	40·60	12,989 22	13,437 42	
43	Montreal and Vermont Junction	23·60	16,873 70	40,942 00	
44	Nelson and Fort Sheppard	55·00	21,423 84	2,854 94	
45	New Brunswick and Prince Edward Island	36·00	6,450 11	5,042 41	
46	New Glasgow Iron, Coal and Railway Co	12·50	2,766 05	5,097 52	
47	Niagara Falls Park and River Electric Railway	13·68	1,351 47	*5,202 92	
48	Northern Pacific and Manitoba	264·94	102,235 01	76,437 84	
49	Nosbonsing and Nipissing	5·50	4,936 00	14,400 95	
50	Nova Scotia Central	74·00	16,612 80	10,727 15	
51	Orford Mountain	26·50	4,895 05	5,773 37	
52	Ottawa, Arnprior and Parry Sound	84·00	8,637 16	17,266 30	
53	Ottawa and Gatineau Valley	56·00	11,710 16	10,422 60	
54	Ottawa Valley	7·00		63 07	
55	Parry Sound Colonization	30·00	2,200 31	4,924 65	
56	Philipsburg Junction Railway and Quarry Co	6·75	792 96	1,287 62	
57	Pontiac Pacific Junction	61·00	16,176 89	10,696 06	
58	Port Arthur, Duluth and Western	85·50	7,044 14	5,185 05	
59	Qu'Appelle, Long Lake and Saskatchewan	253·96	20,851 54	16,057 39	
60	Quebec and Lake St. John	242·00	46,013 27	59,305 77	
61	Quebec Central	153·50	50,665 19	50,302 07	
62	Quebec, Montmorency and Charlevoix	21·00	9,386 88	11,845 58	
63	Salisbury and Harvey, including Harvey Branch	53·00	6,853 02	7,331 17	
64	Shore Line	82·50	15,435 73	8,976 63	
65	Stanstead, Shefford and Chambly	43·00	16,707 30	16,044 24	
66	St. Catharines and Niagara Central	12·35	4,721 16	7,586 31	
67	St. Lawrence and Adirondack	29·31	6,652 00	14,103 73	
68	South-eastern	140·10			
	Lake Champlain and St. Lawrence Junction	61·40	201·50	76,405 78	127,908 20
69	Temiscouata	113·00	14,317 21	18,717 93	
70	Thousand Islands	4·33	1,966 76	5,057 13	
71	Toronto, Hamilton and Buffalo	17·00	2,301 96	5,743 27	
72	United Counties	30·00	3,676 05	7,628 90	
73	Windsor and Annapolis	87·50			
	Cornwallis Valley	14·00			
	Windsor Branch	32·00	133·50	88,874 25	51,602 44
74	Yarmouth and Annapolis, formerly Western Counties	87·00	25,709 32	18,864 32	
		15,627·09	7,314,595 11	11,415,967 44	

for the year ended 30th June, 1894—*Concluded.*

Working and Repairs of Cars.	General Operating Expenses.	Total.	Cost of Operating per train mile.	Number.	Remarks.
$ cts.	$ cts.	$ cts.	Cents.		
.....	38,099 87	98,566 75		25	
.....	750 00	2,109 00	48 82	26	Operated only for the 9 months ended 30th June, 1894.
14 50	10,304 76	19,960 29	155·11	27	
2,183 77	10,114 17	54,550 87	57·97	28	
359 60	517 80	4,649 55	25 35	29	
935 49	2,818 54	13,950 13	139·50	30	
125 00	2,500 50	7,061 25	38·48	31	
8,153 97	34,644 77	125,139 52	62·56	32	
35 07	1,147 20	2,623 64	66·15	33	
6,659 86	41,114 69	101,537 41	60·48	34	
.....	24,786 70	24,786 70		35	No train mileage given.
341 32	13,705 45	34,256 48	64·19	36	
231 95	4,878 00	18,395 83	76·71	37	
23,721 02	64,110 18	188,210 91	188·38	38	
8,378 26	41,931 03	125,493 31	67·86	39	
.....	711 00	711 00	197·50	40	
.....	23,531 37	139,823 06	351·49	41	* General renewals and filling of trestles.
4,024 94	7,930 97	38,382 55	55·85	42	
26,334 78	26,657 62	110,8[illegible]8 10	65·01	43	
524 70	5,056 59	29,860 07	515·18	44	* Excessive on account of floods, &c.
406 90	2,468 27	14,367 69	46·31	45	
196 66	5,914 79	13,975 02	86 53	46	
4,842 15	40,834 46	52,231 00	26·62	47	* Working and repairs to engines and power house-plant. Electric.
18,147 08	83,396 78	280,216 71	135·52	48	
2,580 00	12,410 50	34,327 45	295·92	49	
150 00	9,639 35	37,129 30	64·22	50	
57 21	4,323 39	15,049 02	47·82	51	
426 68	12,071 43	38,401 57	39·56	52	
1,296 57	14,591 26	38,020 59	96·84	53	
.....	516 00	579 07	56·66	54	In operation only from 9th April to 30th June, 1894.
629 35	1,753 52	9,507 83	151·88	55	
.....	2,000 00	4,080 58		56	Return only for month of June, 1894.
1,866 61	8,282 60	37,022 16	86·47	57	
927 25	6,187 51	19,343 95	98·58	58	
2,501 65	10,570 12	49,980 70	92·75	59	
13,645 94	38,772 24	157,737 22	87·54	60	
15,507 68	77,246 50	193,721 44	80·84	61	
2,744 92	10,634 86	34,612 24	69·50	62	
832 13	4,335 61	19,351 93	64·61	63	
1,355 06	10,881 77	36,649 19	62·85	64	
4,064 67	15,441 47	52,257 68	64·92	65	
491 79	9,536 15	22,335 41	111·67	66	
3,309 98	14,425 63	38,491 34	61 48	67	
39,418 60	111,166 14	354,898 72	92·44	68	
2,405 23	16,484 61	51,924 98	62·77	69	
211 31	5,555 61	12,790 81	56·79	70	
86 35	6,939 07	15,070 65	65·57	71	
147 00	5,975 00	17,426 95	22·06	72	
14,155 54	57,316 10	211,948 33	71·23	73	
4,797 94	21,441 94	70,813 52	79·31	74	
3,091,692 95	13,396,177 48	35,218,432 98			

No. 8.—SUMMARY OF ACCIDENTS

Number.	Name of Railway.	Mileage.	Passengers, Employees, or Others.	Fell from Cars or Engines.		Jumping on or off Trains or Engines when in motion.	
				Killed.	Injured.	Killed.	Injured.
1	Alberta Railway and Coal Co.	64·62					
2	Albert Southern	16·00					
3	Bay of Quinté Railway and Navigation Co. 4·00 Kingston, Napanee and Western 60·82	64·82					
4	Baie des Chaleurs	80·00					
5	Brockville, Westport and Sault Ste. Marie	45·00					
6	Buctouche and Moncton	32·00					
7	Calgary and Edmonton	295·07					
8	Canada Atlantic 138·00 Central Counties 21·00	159·00	Employees Others		3		1
9	Canada Eastern	127·00	Employee	1			
10	Canada Southern	381·06	Passengers Employees Others		1 3	 1	 1
	Canadian Government Railways—						
11	Intercolonial	1136·00	Passengers Employees Others	 1	2 9	 1	 5 2
12	Prince Edward Island	210·60	Employees		2		
13	Canadian Pacific Tobique Valley	6127·20	Passengers Employees Others Employee	 9 2	8 36 1	4 2 4	5 15 1
14	Caraquet	68·00					
15	Carillon and Grenville	13·00					
16	Central Ontario	104·00					
17	Central of New Brunswick	75·00	Employees				1
18	Cumberland Railway and Coal Co.	32·00					
19	Drummond County	82·81					
20	Elgin and Havelock	27·00					
21	Erie and Huron	76·75	Employees Others				1
22	Esquimalt and Nanaimo	78·00					
23	Fredericton and St. Mary's Railway and Bridge Co.	2·10					
24	Grand Trunk	3158·00	Passengers Employees Others	1 13 5	2 26 4	2 7	4 10 7
25	St. Clair Tunnel	2·23					
26	Great Northern	18·00					
27	Great North-west Central	50·93					
28	Hereford	53·00					
29	Irondale, Bancroft and Ottawa	20·00					
30	Joggins (now Canada Coals and Railway Co	12·00					
31	Kent Northern	34·00					
32	Kingston and Pembrooke	112·85	Others				
33	L'Assomption	3·00					
34	Lake Erie and Detroit River	88·05	Others	1			
35	Lake Temiscamingue Colonization	25·50					
36	London and Port Stanley	23·84	Others			1	
37	Lower Laurentian	39·50					
38	Manitoba and North-western 234·50 Saskatchewan and Western 15·47	249·97	Employee	1			
39	Massawippi Valley	24·00	Employee		1		
40	Montfort Colonization	10·00	Employee				
41	Montreal and Sorel (now South Shore)	44·67					
42	Montreal, Portland and Boston	40·60					
43	Montreal and Vermont Junction	23·60	Passenger				1
44	Nelson and Fort Sheppard	55·00					
45	New Brunswick and Prince Edward Island	36·00					
46	New Glasgow Iron, Coal and Railway Co.	12·50					

for the Year ended 30th June, 1894.

At work on or near Track making up Trains.		Putting Arms or Heads out of Wind'ws		Coupling Cars.		Collisions, or by Trains thrown from Track.		Walking, standing, lying or being on Track.		Explosions.		Striking Bridges.		Other Causes.		Totals.		Number.
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
																		1
																		2
																		3
																		4
																		5
																		6
																		7
1					7			1							1	2	12	8
								1	3							1	3	
																1		9
																	1	
					4				1							1	8	10
								4	5						4	4	10	
																	2	
2	3			1	21		2								10	4	50	11
								15	6						2	16	10	
					2										3		7	12
						2	20							2	5	8	38	
			1	2	106	4	28	8	11					6	41	31	238	13
							1	24	9					4	3	34	15	
								1								1	*	
																		14
																		15
																		16
																	1	17
																		18
																		19
																		20
					1		2										4	21
									4								4	
																		22
																		23
								1							6	4	12	
	6			1	88	2	4	2	13					2	8	20	155	24
							2	41	43			1		15	4	69	60	
																		25
																		26
																		27
																		28
																		29
																		30
																		31
								1								1		32
																		33
									1							1	1	34
																		35
																1		36
																		37
															1	1	1	38
						2										2	1	39
														1		1		40
																		41
																		42
																	1	43
																		44
																		45
																		46

No. 8.—SUMMARY OF ACCIDENTS for

Number.	Name of Railway.	Mileage.	Passengers, Employees, or Others.	Fell from Cars or Engines.		Jumping on or off Trains or Engines when in motion.	
				Killed.	Injured.	Killed.	Injured.
47	Niagara Falls Park and River Electric Railway	13·68	Passengers				
			Employees				
			Others				
48	Northern Pacific and Manitoba	264·94	Employees				3
			Others			1	
49	Nosbonsing and Nipissing	5·50					
50	Nova Scotia Central	74·00					
51	Orford Mountain	26·50	Others				
52	Ottawa, Arnprior and Parry Sound	84·00					
53	Ottawa and Gatineau Valley	56·00					
54	Ottawa Valley	7·00					
55	Parry Sound Colonization	30·00					
56	Philipsburg Junction	6·75					
57	Pontiac Pacific Junction	61·00	Employee				
58	Port Arthur, Duluth and Western	85·50					
59	Qu'Appelle, Long Lake and Saskatchewan	253·96					
60	Quebec and Lake St. John	242·00	Employee				
61	Quebec Central	153·50	Others				
62	Quebec, Montmorency and Charlevoix	21·00					
63	Salisbury and Harvey 50·00 Harvey Branch 3·00	53·00	Passengers Employees				
64	Shore Line	82·50	Employee				
65	Stanstead, Shefford and Chambly	43·00	Employees				
66	St. Catharines and Niagara Central	12·35					
67	St. Lawrence and Adirondack	20·31					
68	South-eastern 140·10 Lake Champlain and St. Lawrence Junction 61·40	201·50	Passengers				1
			Employees		2		1
			Others				1
69	Temiscouata	113·00					
70	Thousand Islands	4·33					
71	Toronto, Hamilton and Buffalo	17·00					
72	United Counties	30·00	Employee				
73	Windsor and Annapolis 87·50 Cornwallis Valley 14·00 Windsor Branch 32·00	133·50	Passengers				1
			Employees				
74	Yarmouth and Annapolis formerly Western Counties	87·00	Employees		1		
		15,627·09		34	101	23	61

the year ended 30th June, 1894—*Concluded.*

At work on or near Track making up Trains.		Putting Arms or Heads out of Wind'ws		Coupling Cars.		Collisions, or by Trains thrown from Track.		Walking, standing, lying or being on Track.		Explosions.		Striking Bridges.		Other Causes.		Totals.		Number.
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
							6								6		6	
							1							3			4	47
									1					3			4	
	1				2									10			16	48
								1								2		
																		49
																		50
								1								1		51
																		52
																		53
																		54
																		55
																		56
					2												2	57
																		58
																		59
					1		1										2	60
								1								1		61
																		62
														2			2	
														3			3	63
														1			1	64
					1												1	65
																		66
																		67
																	1	
					8									3			14	68
								1	1							1	2	
																		69
																		70
																		71
1																1		72
																	1	
						2										2		73
																	1	74
4	10		1	4	243	12	67	103	98			1		30	113	211	694	

No. 9.—Lines of Railways owned by Coal and Iron Mines, for the year ended 30th June, 1894.

Name.	Length of Railway.	Gauge.	No. of Engines.	No. of Wagons.	Remarks.
	Miles.	Feet.			
Nova Scotia.					
Acadia Coal Mining Co. at Stellarton	3·00	4·8½	2	20	Known as the Albion Mines Railway.
Intercolonial Coal Mining Co	8·00	4·8½	4	218	Drummond Colliery, Westville, N.S.
Londonderry Iron Co	3·00	3·00	2	32	From West Mines to Londonderry Iron Co.'s works, Acadia Mines.
	3·50	4·8½	2	30	From Londonderry Iron Co.'s works to Londonderry Station, I.C.R.
	4·00	4·8½	..		From East Mines to East Mines Station.
	2·00	4·8½			From Lanark Lime Quarry to Graham Siding, I.C.R.
	23·50		10	300	
Cape Breton.					
General Mining Association—					
Sydney Mines	4·80	4·8½	3	220	This railroad is used for colliery purposes only.
Gowrie Coal Mining Co	1·50	3·8	2	150	
Dominion Coal Co.—					
Main Line	16·00	4·8½	6	336	The whole of the railways owned by the Dominion Coal Co. are operated under the name of the Sydney and Louisburg Ry. The main line is being extended to Louisburg and is all under contract at present.
Victoria Branch	5·00	4·8½	2	125	
Caledonia do	1·00	4·8½	1	119	
Glace Bay	·50	4·8½	1	69	
Reserve	10·00	3·0	4	228	
Gowrie	1·50	3·6	2	150	
	40·30		21	1,397	

No. 10.—Statement of Aid granted to Railways—Constructed and under Construction—by Governments, for the year ended 30th June, 1894.

Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscription to Shares or Bonds.	Total.
Dominion Government.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts	$ cts.
Albert (now Salisbury and Harvey)	* 29,665 45					
Albert Southern			51,200 00			
Atlantic and North west			a 1,422,000 00			
Baie des Chaleurs			620,000 00			
Belleville and North Hastings—Grand Junction (now in Grand Trunk)			21,888 00			
Beauharnois Junction			58,900 00			
Brantford, Waterloo and Lake Erie (now Toronto, Hamilton and Buffalo)			57,600 00			
Brockville, Westport and Sault Ste. Marie			192,060 00			
Buctouche and Moncton			102,400 00			
Canada Atlantic			282,355 20			
Canada Central			1,525,250 00			
Canada Eastern (formerly Northern and Western of New Brunswick)			b 371,639 84			
Canada Pacific			56,044,754 01			
Caraquet			224,000 00			
Central of New Brunswick			‡ 274,012 54			
Columbia and Kootenay			112,000 00			
Cornwallis Valley (now in Windsor and Annapolis)			44,800 00			
Cumberland Railway and Coal Company			39,850 00			
Drummond County			297,920 00			
Dominion Lime Company (now in Hereford Ry)			15,360 00			
Elgin and Havelock			c 82,652 82			
Erie and Huron			96,000 00			
Esquimalt and Nanaimo			750,000 00			
Fredericton and St. Mary's Railway Bridge Company	300,000 00		30,000 00			
Grand Trunk	15,142,633 33					
do Georgian Bay and Lake Erie Owen Sound Branch			48,000 00			
Great Eastern			229,500 00			
Great Northern (exclusive of Ottawa Valley Section			297,088 00			
Guelph Junction			46,000 00			
Harvey Branch			9,600 00			
Hereford			155,200 00			
Intercolonial			54,680,904 89			
International (Atlantic and North-west) C.P.R.			156,800 00			
Irondale, Bancroft and Ottawa			160,000 00			
Joggins (now Canada Coals and Railway Co.)			37,500 00			
Kent Northern	† 58.334 27					

† Rails. * $14,665.45 rails. ‡ Including $83,612.54 rails to St. Martin's and Upham Ry.

a Payable in ½ yearly instalments of $35,550 each for 20 years, from 1st July 1889. *b* Including $24,439.89. Rails to Chatham Branch. *c* Including $44,252.82. Rails.

No. 10.—Statement of Aid Granted to Railways by Governments—*Continued.*

Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscription to Shares or Bonds.	Total.
Dominion Government—*Continued.*	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Kingston, Napanee and Western			268,400 00			
Kingston and Pembroke			48,000 00			
L'Assomption			11,200 00			
Lake Erie and Detroit River			338,731 00			
Lake Temiscamingue Colonization			327,700 00			
Leamington and St. Clair (now in Canada Southern)			51,200 00			
Lotbinière and Megantic			96,000 00			
Lower Laurentian			217,600 00			
Montfort Colonization			105,600 00			
Montreal and Lake Maskinongé			41,280 00			
Montreal and Champlain Junction			103,600 00			
Montreal and Ottawa			192,000 00			
Montreal and Sorel (now South Shore)			112,000 00			
Montreal and Western			361,270 00			
Nakusp and Slocan			121,600 00			
New Brunswick and Prince Edward Island			113,440 00			
New Glasgow Iron and Coal Co			56,000 00			
Northern and Pacific Junction			1,320,000 00			
Nova Scotia Central			230,700 00			
Nova Scotia Southern			240,000 00			
Ontario and Quebec			196,000 00			
Orford Mountain			99,200 00			
Ottawa, Renfrew and Parry Sound			430,400 00			
Ottawa and Gatineau Valley			384,000 00			
Ottawa Valley (formerly part of Great Northern)			22,400 00			
Parry Sound Colonization			192,000 00			
Philipsburg Junction Railway and Quarry Co			21,600 00			
Pontiac Pacific Junction			313,100 00			
Pontiac and Renfrew			13,600 00			
Port Arthur, Duluth and Western			271,200 00			
Prince Edward Island			3,750,565 38			
Quebec and Lake St. John			1,048,295 00			
Quebec Central			348,342 00			
Quebec, Montmorency and Charlevoix			96,000 00			
Quebec, Montreal, Ottawa and Occidental, North Shore, Montreal to Quebec			†954,000 00			
do do do do			1,500,000 00			
do do Montreal to Ottawa			†1,440,000 00			

† Dominion Government pays to Quebec Government 5 per cent interest per annum on these two amounts.

St. Catharines and Niagara Central			147,200 00	
St. Louis and Richibucto			22,400 00	
St. John Bridge and Railway extension	500,000 00			
St. John Valley and Rivière du Loup			188,800 00	
St. Lawrence and Adirondack			65,001 60	
St. Clair Tunnel Company			375,000 00	
Shuswap and Okanagan			163,200 00	
South Norfolk			54,400 00	
Sydney and Louisburg			89,600 00	
Temiscouata			670,800 00	
Thousand Islands			54,400 00	
Tobique Valley			182,400 00	
Toronto, Grey and Bruce			14,656 00	
United Counties			204,800 00	
Waterloo Junction			32,800 00	
West Ontario Pacific			60,000 00	
Western Counties (now Yarmouth and Annapolis)			500,000 00	
Windsor and Annapolis			1,193,369 00	
		16,030,633 05		137,993,025 28
ONTARIO GOVERNMENT.				
Brantford, Norfolk and Port Burwell, in Grand Trunk			68,000 00	
Canada Atlantic			270,000 00	
Canada Central			1,479,000 00	
Canada Southern			147,858 65	
Central Ontario			126,500 00	
Cobourg, Blairton and Marmora	26,000 00		18,740 00	
Credit Valley			531,000 00	
Erie and Huron			83,000 00	
Grand Junction and Belleville & North Hastings			224,660 00	
Grand Trunk, Georgian Bay and Lake Erie			336,000 00	
Hamilton and North-western			565,020 00	
Irondale, Bancroft and Ottawa			120,000 00	
Kingston and Pembroke			456,493 00	
Kingston, Napanee and Western			90,000 00	
London, Huron and Bruce			178,630 00	
Midland			168,350 00	
Montreal and Ottawa			100,000 00	
Northern			196,188 00	
North Simcoe			83,300 00	
Ottawa, Arnprior and Parry Sound			285,000 00	
Parry Sound Colonization			148,500 00	
Port Arthur, Duluth and Western			255,571 00	
Toronto and Nipissing			105,212 00	
Lake Simcoe Junction			53,000 00	
Toronto, Grey and Bruce			375,282 00	
Victoria			312,000 00	
Wellington, Grey and Bruce			241,276 00	
Whitby, Port Perry and Lindsay			94,957 59	
		26,000 00		7,113,538 24

No. 10.—Statement of Aid granted to Railways by Governments—*Continued.*

Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscription to Shares or Bonds.	Total.
Quebec Government.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Baie des Chaleurs			988,546 00			
Beauharnois Junction			179,073 00			
Canada Atlantic			200,000 00			
Great Eastern			125,699 25			
Great Northern			115,500 00			
Drummond County			549,000 00			
Hereford			103,000 00			
International (now Atlantic and North-west - C.P.R.)			391,122 02			
Lake Champlain and St. Lawrence Junction			250,280 00			
Lake Temiscamingue Colonization Railway			185,963 54			
L'Assomption			3,675 00			
Lotbinière and Mégantic			87,500 00			
Lower Laurentian			168,000 00			
Missisquoi Valley (now Atlantic and North-west—C.P.R.)			228,000 00			
Montfort Colonization			73,500 00			
Montreal and Champlain Junction			150,000 00			
Montreal and Ottawa			129,710 00			
Montreal, Portland and Boston			231,122 00			
Montreal and Sorel (now South Shore)			226,645 00			
Montreal and Western			472,500 00			
Montreal and Lake Maskinongé			87,750 00			
Orford Mountain			153,907 50			
Ottawa and Gatineau Valley			550,462 00			
Ottawa Valley			25,390 00			
Philipsburg Junction			25,720 90			
Pontiac Pacific Junction			568,920 00			
Pontiac and Renfrew			17,433 60			
Quebec and Lake St. John			2,748,000 00			
Quebec Central			1,055,648 14			
Quebec, Montreal, Ottawa and Occidental, including North Shore	3,722,956 00		727,000 00			
Quebec, Montmorency and Charlevoix			192,000 00			
South-eastern			497,007 10			
St. Lawrence and Adirondack			65,216 00			
Temiscouata			241,500 00			
United Counties			210,000 00			
Waterloo and Magog (now Atlantic and North-west—C.P.R.)			92,000 00			
		3,722,956 00		12,116,790 15		

New Brunswick Government.						
Albert (now Salisbury and Harvey			455,000 00			
Albert Southern			52,500 00			
Buctouche and Moncton			96,000 00			
Caraquet			180,000 00			
Central of New Brunswick			139,000 00			
Chatham Branch (now part of Canada Eastern)			56,000 00			
Fredericton			230,000 00			
Grand Southern (now Shore Line)			413,000 00			
Harvey Branch			9,000 00			
Kent Northern			135,200 00			
New Brunswick			76,000 00			
New Brunswick and Canada			575,000 00			
New Brunswick and Prince Edward Island			105,000 00			
Northern and Western (now Canada Eastern)			321,500 00			
Elgin, Petticodiac and Havelock (now Elgin and Havelock)			107,500 00			
St. Martin's and Upham (now Central of New Brunswick)			145,600 00			
St. John Bridge and Railway Extension			5,181 81			
St. John and Maine			880,000 00		300,000 00	
St. John Valley and Rivière du Loup			195,000 00			
St. Louis and Richibucto			21,000 00			
Temiscouata			66,000 00			
Tobique Valley			70,000 00			
				4,333,481 81		300,000 00
Nova Scotia Government.						
Cornwallis Valley (now in Windsor and Annapolis)			44,800 00			
Halifax and Cape Breton Ry. and Coal Co. (Eastern Extension in I. C. R.)			671,836 02			
Joggins (now Canada Coals and Railway Co.)			35,200 00			
New Glasgow Iron, Coal and Railway Co.			40,000 00			
Nova Scotia Central			432,261 08			
Nova Scotia Southern			307,200 00			
Springhill and Parrsboro' (Cumberland Railway and Coal Co			173,650 00			
Stewiacke Valley and Lansdowne			236,800 00			
Sydney and Louisburg, Dominion Coal Co			89,600 00			
Western Counties (now Yarmouth and Annapolis)			679,197 45			
				2,710,544 55		
Manitoba Government.						
Canadian Pacific			237,377 50			
Manitoba and North-western	649,934 27					
Manitoba South-western Colonization	900,000 00					
Northern Pacific and Manitoba			533,300 00			
Saskatchewan and Western	50,000 00			770,677 50		
Winnipeg and Hudson Bay, (now Winnipeg Great Northern)	256,000 00					
		1,855,934,27				
British Columbia Government.						
Canadian Pacific			37,500 00			
				37,500 00		
Total aid granted by Governments		21,635,523 32		165,075,557 53		300,000 00

No. 10.—Statement of Aid granted to Railways by Municipalities, 30th June, 1894.

Municipalities.	Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscriptions to Shares or bonds.	Total.
Ontario.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Deseronto	Bay of Quinté and Navigation Co				5,000 00		
City of Brantford	Brantford, Waterloo & Lake Erie,			25,000 00			25,000 00
Township of Oakland	(now Toronto, Hamilton & Buffalo).			9,000 00			
Village of Waterford	do do			5,000 00			
					39,000 00		
Town of Brockville	Brockville, Westport and Sault Ste. Marie			36,000 00			
Elizabethtown	do do			7,000 00			
Rear of Yonge and Escott	do do			15,600 00			
Rear of Leeds and Lansdowne	do do			5,000 00			
Bastard and Burgess	do do			28,000 00			
South Crosby	do do			6,000 00			
Village of Newboro'	do do			4,000 00			
North Crosby	do do			15,000 00			
					116,000 00		
Various Municipalities	Buffalo and Lake Huron			966,000 00			
					966,000 00		
Renfrew	Canada Central, now Can. Pacific					30,000 00	
Horton	do					7,500 00	
Admaston	do					5,000 00	
							42,500 00
County of Elgin	Canada Southern			200,000 00			
Township of Townsend	do			30,000 00			
do Durham	do			15,000 00			
do Anderdon	do			15,000 00			
Town of St. Thomas	do			25,000 00			
Township of Malden	do			15,000 00			
Town of Amherstburg	do			15,000 00			
South Norwich	do			7,500 00			
					322,500 00		
Sault Ste. Marie	Canadian Pacific				20,000 00		
Northumberland and Durham	Cobourg, Blairton and Marmora			113,500 00			
					113,500 00		
West Hawkesbury	Central Counties			15,000 00			
Vankleek Hill	do			1,200 00			
Dalkeith	do			800 00			
	do			800 00			
					17,800 00		

Trenton Village	Central Ontario			10,000 00	
Wellington Village	do			2,500 00	
Town of Picton	do			21,000 00	
County of Prince Edward	do			60,000 00	
					93,500 00
do Oxford	Credit Valley			200,000 00	
do Wellington	do			135,000 00	
do Waterloo	do			110,000 00	
do Peel	do			75,000 00	
do Halton	do			70,000 00	
City of Toronto	do			350,000 00	
do St. Thomas	do			50,000 00	
Town of Milton	do			30,000 00	
do Brampton	do			20,000 00	
do Ingersoll	do			10,000 00	
do Orangeville	do			15,000 00	
Village of Streetsville	do			20,000 00	
					1,085,000 00
County of Kent	Erie and Huron			155,000 00	
Town of Chatham	do			30,000 00	
do Dresden	do			20,500 00	
do Blenheim	do			11,000 00	
Village of Wallaceburg	do			11,000 00	
Township of Sombra	do			14,000 00	
do Sarnia	do			16,000 00	
					257,500 00
do Woodhouse	Grand Trunk, Georgian Bay and Lake Erie			15,000 00	
Town of Simcoe	do	do		10,000 00	
Township of South Norwich	do	do		10,000 00	
do North do	do	do		40,000 00	
Town of Woodstock	do	do			
Township of East Oxford	do	do		25,000 00	
do Woodstock	do	do		25,000 00	
Town of Woodstock	do	do		60,000 00	
do Stratford	do	do			
County of Perth	do	do		120,000 00	
Township of Mornington	do	do		40,000 00	
do Elma	do	do		10,000 00	
Town of Listowel	do	do		15,000 00	
Township of Wallace	do	do		10,000 00	
Town of Palmerston	do	do		30,000 00	
Township of Minto	do	do		25,000 00	
Town of Harriston	do	do		20,000 00	
Township of Normanby	do	do		80,000 00	
do Bentinck	do	do		65,000 00	
do Brant	do	do		20,000 00	
do Elderslie	do	do		45,000 00	

No. 10.—Statement of Aid granted to Railways by Municipalities—*Continued.*

Municipalities.	Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscriptions to Share or Bonds.	Total.
Ontario—*Continued.*		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Township of Arran	Grand Trunk, Georgian Bay and Lake Erie			45,000 00			
do Amabel	do do			43,000 00			
do Keppel	do do			32,000 00			
do Albemarle	do do			10,000 00			
Town of Mount Forest	do do			22,000 00			
Township of Egremont	do do			60,000 00			
Township of Glenelg	do do			20,000 00			
Town of Durham	do do			32,000 00			
					929,000 00		
Town of Owen Sound	Grand Trunk, Owen Sound Branch.			75,000 00			
Township of Sarawak	do do			7,500 00			
do Keppel	do do			3,000 00			
					85,500 00		
City of Belleville	Grand Junction			150,000 00			
Village of Sterling	do			5,000 00			
Township of Rawdon	do			15,000 00			
do Seymour	do			35,000 00			
do Percy	do			8,000 00			
do Asphodel	do					50,000 00	
					213,000 00		50,000 00
City of Guelph	Guelph Junction					193,000 00	
							193,000 00
County of Frontenac	Kingston and Pembroke			170,000 00			
City of Kingston	do do			318,000 00			
Village of Renfrew	do do			3,000 00			
					491,000 00		
City of Hamilton	Hamilton and North-western			99,733 00			
Village of Georgetown	do do			11,289 00			
County of Peel	do do			30,974 00			
do Simcoe	do do			354,007 00			
Town of Collingwood	do do			12,084 00			
Township of Innisfil	do do			22,592 00			
do Woodhouse	do do			20,740 00			
do Adjala	do do			2,500 00			
do Essa	do do			2,500 00			
do Tosorontio	do do			10,000 00			

do Mulmur	do	do			5,000 00	
Village of Alliston	do	do			8,000 00	
Township of Nottawasaga	do	do			20,386 00	
						599,805 00
do South Colchester	Lake Erie and Detroit River				20,000 00	
do Garfield	do	do			15,000 00	
Village of Kingsville	do	do			10,000 00	
Township of Romney	do	do			10,000 00	
do East Tilbury	do	do			5,000 00	
do Raleigh	do	do			10,000 00	
Village of Blenheim	do	do			5,000 00	
do Ridgetown	do	do			12,500 00	
						87,500 00
Township of East Gwillimbury	Lake Simcoe Junction				45,000 00	
do North do	do	do			20,000 00	
do Georgina	do	do			20,000 00	
do Whitechurch	do	do			15,000 00	
						100,000 00
Village of Leamington	Leamington and St. Clair, in Canada Southern				12,000 00	
Township of Morven	do	do			15,000 00	
Village of Comber	do	do			6,000 00	
						33,000 00
Township of London	London, Huron and Bruce				15,000 00	
do Stephen	do	do			17,500 00	
do Osborne	do	do			25 000 00	
do Hay	do	do			15,000 00	
do Goderich	do	do			15,000 00	
do E. Wawanosh	do	do			25,000 00	
do Hallet	do	do			25,000 00	
do Tuckersmith	do	do			10,000 00	
do Turnberry	do	do			5,000 00	
do Morris	do	do			10,000 00	
do Stanley	do	do			10,000 00	
Village of Clinton	do	do			20,000 00	
do Exeter	do	do			10,000 00	
do Kincardine and Wigan	do	do			9,000 00	
City of London	do	do			100,000 00	
						311,500 00
Township of Thorah	Midland				50,000 00	
Town of Port Hope	do				30,000 00	
Townships of Orillia and Matchedash	do				12,500 00	
Town of Orillia	do				12,500 00	
Township of Tay	do				21,370 85	
Village of Omemee	do				2,000 00	
Township of Mara	do				12,500 00	
Town of Peterborough	do				4,000 00	
						144,870 85
do Napanee	* Napanee, Tamworth and Quebec				30,000 00	
Village of Newburgh	do	do			7,500,00	

* Now Kingston, Napanee and Western.

No. 10.—STATEMENT of Aid granted to Railways by Municipalities—*Continued.*

Municipalities.	Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscriptions to Shares or Bonds.	Total.
ONTARIO—*Continued.*		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Township of Camden	Napanee, Tamworth and Quebec			30,000 00			
do Sheffield	do do			15,000 00			
do Loughborough	do do			5,000 00			
City of Kingston	do do			75,000 00			
					162,500 00		
do Toronto	Northern			100,000 00		190,000 00	
County of Simcoe	do					260,000 00	
Town of Barrie	do			30,000 00			
do Orillia	do			12,500 00			
Townships of Collingwood, Euphrasia and St. Vincent	do			99,480 00			
					241,980 00		390,000 00
Town of Smith's Falls	Ontario and Quebec			25,000 00			
do Merrickville	do			10,000 00			
Township of West Wickham	do			15,000 00			
do Thamesford	do			2,500 00			
					52,500 00		
City of Ottawa	Ottawa, Arnprior and Parry Sound			100,000 00			
Township of Huntley	do do			4,392 00			
do Hagarty	do do			2,000 00			
					106,392 00		
Town of Arnprior	do do						30,000 00
do Port Arthur	Port Arthur, Duluth and Western			25,000 00			
Municipality of Neebing	do do			15,000 00			
					40,000 00		
Town of Simcoe	South Norfolk			5,000 00			
Township of Charlotteville	do			20,000 00			
do South Washingham	do			40,000 00			
					65,000 00		
City of St. Catharines	St. Catharines and Niagara Central	80,000 00				80,000 00	
			80,000 00				
Town of Thorold	do do					20,000 00	
							100,000 00
City of Ottawa	St. Lawrence and Ottawa	200,000 00				60,000 00	
Town of Prescott	do do	100,000 00				30,000 00	
			300,000 00				90,000 00
do Gananoque	Thousand Islands				10,000 00		
City of Toronto	Toronto and Nipissing			150,000 00			

Township of Scarboro'	do	do			10,000 00	
do Markham	do	do			30,000 00	
do Uxbridge	do	do			50,000 00	
do Scott	do	do			10,000 00	
do Brock	do	do			50,000 00	
do Eldon	do	do			44,000 00	
do Bexley	do	do			15,000 00	
do Somerville	do	do			15,000 00	
Townships of Luxton, Digby and Langford	do	do			12,500 00	
Town of Uxbridge	do	do			2,000 00	
						388,500 00
Albion	Toronto, Grey and Bruce				40,000 00	
Caledon	do	do			45,000 00	
Mono	do	do			45,000 00	
Amaranth	do	do			30,000 00	
Arthur	do	do			35,000 00	
Orangeville	do	do			15,000 00	
Mount Forest	do	do			20,000 00	
Toronto	do	do			350,000 00	
County of Grey (Group)	do	do			300,000 00	
Owen Sound	do	do			5,000 00	
Minto	do	do			15,000 00	
Howick	do	do			35,000 00	
Gorrie and Wroxeter	do	do			5,000 00	
Teeswater	do	do			5,000 00	
Culross	do	do			38,000 00	
Turnbury	do	do			5,000 00	
						988,000 00
Town of Lindsay	Victoria				85,000 00	
Village of Fenelon Falls	do				25,000 00	
Township of Verulam and Somerville.	do				22,000 00	
County of Haliburton	do				54,000 00	
						186,000 00
Township of Woolwich	Waterloo Junction				28,000 00	
do Peel	do				7,000 00	
Village of Elmira	do				10,000 00	
do St. Jacobs	do				2,000 00	
						47,000 00
Fergus	Wellington, Grey and Bruce				10,000 00	
Peel	do	do			40,000 00	
Elora	do	do			10,000 00	
Maryboro'	do	do			40,000 00	
Nichol	do	do			10,000 00	
Wallace	do	do			35,000 00	
Minto	do	do			65,000 00	
Bruce	do	do			278,000 00	
Howick	do	do			20,000 00	
Listowell	do	do			15,000 00	
Grey	do	do			35,000 00	

No. 10.—STATEMENT of Aid granted to Railways by Municipalities—*Continued.*

Municipalities.	Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscription to Shares or Bonds.	Total.
ONTARIO—*Concluded.*		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Elma	Wellington, Grey and Bruce			30,000 00			
Morris	do do			30,600 00			
W. Wawanosh	do do			18,000 00			
Ashfield	do do			10,000 00			
Turnbury	do do			28,000 00			
Kincardine	do do			8,000 00			
					682,000 00		
London	West Ontario Pacific				25,000 00		
Town of Whitby	Whitby, Port Perry and Lindsay			70,000 00			
Township of Whitby	do do			15,000 00			
do Reach	do do			30,000 00			
do Scugog	do do			2,000 00			
County of Victoria	do do			85,000 00			
Village of Port Perry	do do			20,000 00			
Manufacturing Co	do do			94 93			
					222,094 93		
			380,000 00		9,247,942 78		920,500 00
QUEBEC.							
Caplin	Baie des Chaleurs			5,000 00			
New Richmond	do			6,000 00			
Maria	do			6,000 00			
Carleton	do			6,000 00			
Nouvelle and Shoolbred	do			6,000 00			
New Carlisle	do			6,000 00			
Paspebiac	do			3,000 00			
Hamilton	do			2,500 00			
					40,500 00		
Farnham	Canadian Pacific				20,000 00		
Town of Nicolet	Drummond County			10,000 00			
Municipality of St. Leonard	do			5,000 00			
					15,000 00		
Parish of St. Antoine	Great Eastern			10,000 00			
do St. Denis	do			10,000 00			
					20,000 00		

Parish of Ste. Sophie	Great Northern			4,000 00			
Village of New Glasgow	do			2,000 00			
					6,000 00		
County of Compton	International, now in Atlantic and North-west, C.P.R.					225,000 00	
St. Pie	Lake Champlain & St. Lawrence			20,000 00			225,000 00
L'Ange Gardien	do do			10,000 00			
St. Paul	do do			6,000 00			
Philipsburg	do do			15,000 00			
					51,000 00		
Town of L'Assomption	L'Assomption				1,500 00		
City of Three Rivers	Lower Laurentian						25,000 00
Ascot	Massawippi Valley					40,000 00	
Hatley	do					25,000 00	
Township of Melbourne and Brompton Gore	Missisquoi & Black River Valley, now in Atlantic & North-west, C.P.R.						65,000 00
Township of Ely	do do					25,000 00	
do North Stukely	do do					20,000 00	
do Bolton	do do					20,000 00	
						20,000 00	
Ormiston, &c	Montreal & Champlain Junction				21,774 00		85,000 00
Municipality of Rigaud	Montreal and Ottawa			2,000 00			
Parish of Rigaud	do			800 00			
Point Fortune	do			2,500 00			
					5,300 00		
Chambly Canton	Montreal, Portland and Boston			15,000 00			
do Basin	do do			10,000 00			
					25,000 00		
Town of Sorel	Montreal and Sorel			12,000 00			
Village of Boucherville	do			600 00			
do Varennes	do			1,000 00			
Parish of St. Roch	do			500 00			
					14,100 00		
County of Pontiac	Pontiac Pacific Junction			100,000 00			
Village of Shawville	do do			1,000 00			
					101,000 00		
Village of St. Andrews	Ottawa Valley				10,000 00		
Parish of Sherbrooke	Quebec Central			50,000 00			
do Dudswell	do			25,000 00			
do Weedon	do			25,000 00			
Garthby	do			3,000 00			
					103,000 00		
City of Quebec	Quebec and Lake St. John					450,000 00	
Town of Chicoutimi	do do				12,000 00		450,000 00
City of Montreal	Quebec, Montreal, Ottawa and Occidental	1,000,000 00					
do Quebec	do do	1,000,000 00					
do Three Rivers	do do	100,000 00					
County of Ottawa	do do	200,000 00					

No. 10.—STATEMENT of Aid granted to Railways by Municipalities—*Continued.*

Municipalities.	Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscription to Shares or Bonds.	Total.
QUEBEC—*Continued.*		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
St. Sauveur de Québec	Quebec, Montreal, Ottawa and Occidental	25,000 00					
Côte St. Louis	do do	25,000 00					
Village of Ste. Thérèse	do do	12,000 00					
Parish of do	do do	12,000 00					
do St. Jérôme	do do	10,000 00					
Village of do	do do	15,000 00					
Ste. Scholastique	do do	10,000 00					
St. Andrews	do do	25,000 00					
St. Jérusalem d'Argenteuil	do do		2,434,000 00	25,000 00	25,000 00		
County of Brome	South Eastern					50,000 00	
Township of Brome	do					50,000 00	
do Sutton	do					63,000 00	
do Potton	do					25,000 00	
do Farnham	do					20,000 00	
Village of West Farnham	do					5,000 00	
do East do	do					5,000 00	
do Waterloo	do					30,000 00	
do Drummondville	do					15,000 00	
County of Drummond	do					90,000 00	
Township of Wickham	do					10,000 00	
do St. Germain	do					15,000 00	
do Sorel	do					40,000 00	
Village of Actonvale	do					15,000 00	
do Roxton Falls	do					15,000 00	
Township of Roxton	do					20,000 00	
do Shefford	do					50,000 00	
do West Wickham	do					10,000 00	
							528,000 00
Fraserville	Temiscouata				25,000 00		
Municipality of Magog	Waterloo and Magog, now Atlantic and North-west, C. P. R.					15,000 00	
							15,000 00
			2,434,000 00		496,174 00		1,303,000 00

NEW BRUNSWICK.							
Hillsboro', Hopewell and Harvey Parishes	Albert, now Salisbury and Harvey			40,000 00			
Coverdale, Hillsboro', Hopewell and Harvey Parishes	do			30,000 00			
					70,000 00		
City of St. John	Canadian Pacific				40,000 00		
City of Fredericton	Fredericton			50,000 00			
County of York	do			30,000 00			
					80,000 00		
Parish of St. George	Grand Southern, now Shore Line	2,000 00					
do Pennfield	do do	500 00					
Lepreaux	do do	500 00					
			3,000 00				
Town of Fort Fairfield	New Brunswick			12,000 00			
do Lyndon	do			11,000 00			
					23,000 00		
City of Calais	New Brunswick and Canada			12,500 00			
do Houlton	do do			22,000 00			
do St. Stephen	do do			13,000 00			
					47,500 00		
Town of Chatham	Northern and Western of New Brunswick, now Canada Eastern	20,000 00	20,000 00	13,000 00			
					13,000 00		
Parish of Elgin	Elgin, Petitcodiac and Havelock					60,000 00	60,000 00
City of St. John	St. John and Maine				273,500 00		60,000 00
			23,000 00				
NOVA SCOTIA.							
County of King's	Cornwallis Valley			27,685 00			
					27,685 00		
Counties of Yarmouth, Digby and Annapolis	Western Counties, now Yarmouth and Annapolis			150,000 00	150,000 00		
County of Pictou	New Glasgow Iron, Coal and Railway Co				4,000 00		
do Pictou	Stewiacke Valley and Lansdowne				8,000 00		
do Shelburne	Nova Scotia Southern			50,000 00			
do Queen's	do			25,000 00			
do Lunenburg	do			5,000 00			
					80,000 00		
					269,685 00		
MANITOBA.							
City of Winnipeg	Canadian Pacific			200,000 00			
County of Selkirk				35,000 00			
Township of St. Andrews				35,000 00			

No. 10.—STATEMENT of Aid granted to Railways by Municipalities—*Continued.*

Municipalities.	Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscription to Shares or Bonds.	Total.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Town of Morris				100,000 00			
					370,000 00		
County of Westborne	Manitoba and North-western			75,000 00			
Town of Portage la Prairie				50,000 00			
do Minnedosa				30,000 00			
Municipality of Shoal Lake				20,000 00			
do Birtle				40,000 00			
do Strathclair				600 00			
					215,600 00		
Rapid City	Saskatchewan and Western			10,000 00			
					10,000 00		
					595,600 00		
BRITISH COLUMBIA.							
City of New Westminster	Canadian Pacific				37,500 00		
NORTH-WEST TERRITORIES.							
Qu'Appelle	Wood Mountain and Qu'Appelle				25,000 00		

No. 10.—STATEMENT of Aid granted to Railways, constructed and under construction, by Governments and Municipalities, 30th June, 1894.

SUMMARY.

—	Loan.	Total.	Bonus.	Total.	Subscription to Shares or Bonds	Total.	Grand Total.	
Governments.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Dominion	16,030,633 05		137,993,025 28				154,023,658 33	
Ontario	26,000 00		7,113,538 24				7,139,538 24	
Quebec	3,722,956 00		12,116,790 15				15,839,746 15	
New Brunswick			4,312,481 81		300,000 00		4,612,481 81	
Nova Scotia			2,731,544 55				2,731,544 55	
Manitoba	1,855,934 27		770,677 50				2,626,611 77	
British Columbia			37,500 00				37,500 00	
		21,635,523 32		165,075,557 53		300,000 00		187,011,080 85
Municipalities.								
Ontario	380,000 00		9,247,942 78		920,500 00		10,548,442 78	
Quebec	2,434,000 00		496,174 00		1,393,000 00		4,323,174 00	
New Brunswick	23,000 00		273,500 00		60,000 00		356,500 00	
Nova Scotia			269,685 00				269,685 00	
Manitoba			595,600 00				595,600 00	
British Columbia			37,500 00				37,500 00	
North-west Territories			25,000 00				25,000 00	
		2,837,000 00		10,945,401 78		2,373,500 00		16,155,901 78
		24,472,523 32		176,020,959 31		2,673,500 00		203,166,982 63

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